

2007-R-090

<u>Property Owner:</u>	Abrams Group Construction, LLC
<u>Agent:</u>	William Abrams II
<u>Existing Zoning:</u>	R1M (Mixed Residential Subdivision District) (Approximately .316 +/- acres)
<u>Requested Zoning:</u>	HCD (Highway Commercial Development District)
<u>Existing FLUM:</u>	Single Family Residential
<u>Requested FLUM:</u>	Commercial

STAFF ANALYSIS

Part I. General Information:

Applicant: Abrams Group Construction, LLC.

Agent: William Abrams II

Project Location: 3645 Highway 90, Pace

Parcel Number: 23-1N-29-1240-00900-0050

Parcel Size: Total acreage requested = .316 (+/-) acres

Purpose: Commercial Development

Requested Action(s): (1) Amendment of the Land Development Code Official Zoning Map changing the zoning district **from R1M to HCD**; and,
(2) Large scale amendment of the Comprehensive Plan Future Land Use Map changing the future land use designation **from Single Family Residential to Commercial**.

Existing Zoning Description: R1M (Mixed Residential Subdivision District) is designed to accommodate single-family detached structures, mobile homes and accessory buildings compatible with a residential environment. It is the express purpose of this zoning district to exclude all buildings or other structures and uses having commercial characteristics except the minimal home occupation and the approved Conditional Use activities (i.e., educational institutions, places of worship recreation and park areas, public and private utilities and public facilities).

Proposed Zoning Descriptions: Highway Commercial Development (HCD) District allows for a wide range of uses appropriate and easily accessible to major transportation corridors.

Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize the HCD District. Additionally, this district is generally located adjacent to districts characterized by medium to high density residential development and areas of more intensive commercial use. Multiple family residential uses are allowed as a Conditional Use only upon determination by the Zoning Board of Adjustment.

Existing FLUM: Single Family Residential

Proposed FLUM: Commercial

Current Use of Land: Single Family Residential

Surrounding Zoning: The Property is surrounded by HCD (Highway Commercial Development District) located along Highway 90.

Rezoning History: Records indicate multiple rezonings to HCD (Highway Commercial Development District) have occurred along Highway 90. Specifically in 2002, .825 acres were rezoned to HCD (Highway Commercial Development District) west of the site.

Part II. Data and Analysis

Traffic: Staff agrees with the applicant's conclusion that the proposed Future Land Use Map amendment will not exceed the adopted level of service of the potentially impacted roadway segments.

Potable Water: The applicant's analysis indicates current capacity for the proposed development verified by the servicing utility (Pace Water Systems, Inc.). Staff has reviewed the potable water information and concurs with the applicant's analysis.

Sanitary Sewer: The applicant's analysis indicates that the existing septic system will be used; however, there is current capacity for proposed development verified by the servicing utility (Pace Water Systems, Inc.). Staff has reviewed the sanitary sewer information and concurs with the applicant's analysis.

Solid Waste: The applicant indicates a private hauler will be used to transport solid waste from the site. Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

Drainage: Staff has reviewed the drainage information and concurs with the applicant's analysis.

Parks, Recreation and Open Space: A rezoning to HCD would not increase demand on recreation facilities.

Schools: A rezoning to HCD would not increase demand on school facilities.

Consistency with the Adopted Comprehensive Plan: Staff has reviewed this information and concurs with the applicant's analysis. The proposed amendment is compatible with adjacent uses.

Y:\PlanZone\2007 CPA & Rezonings\INDIVIDUAL PROJECTS for 2007\07-R-090; Abrams Group; LSA SFR to COM; Rezone R1M to HCD (.316 acres)\07-R-090, Staff Analysis.doc

REZONING/LARGE-SCALE PLAN AMENDMENT

Approx: 0.316 Acres on Highway 90

August 2007

Property Reference: # 23-1N-29-1240-00900-0050

Existing Zoning:

R1M (Mixed Residential Subdivision)

Existing FLU:

SFR (Single Family Residential)

Requested Zoning:

HCD (Highway Commercial District)

Requested FLU:

COMM (Commercial)

Prepared By:

**William S. Abrams II 3210 St.
Andrews Dr. Pace, FL. 32571 Phone:
(850) 994-7980 Fax: (850) 994-7981
Email: babrams@abramsgroupllc.com**

Narrative

The owner of the site is requesting to change the zoning of this property from R1M (Mixed Residential Subdivision) to HCD (Highway Commercial District) and to amend the existing future land use category from SFR (Single Family Residential) to COMM (Commercial). The total acreage of the site is approximately 0.316 acres. The property reference identification number is listed on the title page of this report. The subject property is located in Pace, on the south side of Highway 90, to the west of A Street and to the east of Empire Street – see Attachment “A” and “H”, Vicinity Map and Aerial Photograph, respectively.

It is the intent of this report to show that this request for rezoning and future land use category amendment is in accordance with the Santa Rosa County Comprehensive Plan and that the infrastructure is in place to support such a development. The property is currently occupied by a single family detached structure. All properties adjacent to this site are zoned HCD and contain established businesses. The properties across Highway 90 are also zoned HCD and INDUS. The current residential and commercial growth in the area suggests that additional area of commercial use is in the general direction of development as the surroundings. The approval of the proposed zoning and future land use will expand the commercial area and will accommodate the future projected population. Infrastructure is in place to support the development.

The existing zoning description of the subject property is R1M (Mixed Residential Subdivision) -see Attachments, “D” and “E”, Existing Zoning Maps.

The proposed zoning description of subject property is HCD (Highway Commercial Development District) -see Attachment “F”, Proposed Zoning Map. This district is designated to provide for a wide range of uses in appropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area.

The current land use of subject property contains one residential detached structure surrounded by established business offices currently in operation -see Attachments “G” and “H”, Existing Land Use Map and Aerial Photograph, respectively.

Proposed Land Use: Commercial (approximately 0.316 ac)

Property Description

The subject property is located in Pace, on the south side of Highway 90, to the west of “A” Street and to the east of Empire Street – see Attachment “A” and “H”, Location Map and Aerial Photograph, respectively. The property is approximately 0.316 acres in size.

Consistency with Proposed Santa Rosa County 2000-2020 Comprehensive Plan

The proposed development is consistent with the proposed Santa Rosa County 2000-2020 Comprehensive Plan Future Land Use (see Attachment “B”, Future Land Use Map). The development will be a compact land usage consistent with development patterns within this area. There is significant infrastructure in place to support the existing structure into office space, and it surrounded by areas currently used for commercial activities.

Sanitary Sewer

The existing structure currently uses a septic tank which has sufficient capacity since the needs are not expected to increase. The soil type is suitable for septic tank as shown on Soils Map, Attachment, “I”. Pace Water System, Inc. provides water as well as sanitary sewer service for the area and has stated that sewer service is readily available if the existing septic tank fails, or if any expansion occurs in the future. (See Attachment “Q,” Letter of Utility Availability from Pace Water System, Inc.). 2010 and 2020 data related to sewer was provided by Santa Rosa County Planning & Zoning.

Current Data:

Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Average Flow:	1.0 million gallons per day

Projected Year 2010 Data:

Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Demand:	1.301 million gallons per day

Projected Year 2020 Data:

Pace Water System, Inc.

Maximum Capacity:	1.5 million gallons per day
Demand:	1.846 million gallons per day

While the aforementioned projection in year 2020 indicates a capacity deficit of 0.346 million gallons per day for Pace Water System, Inc. wastewater treatment plant, the projections do not consider capital improvement programs normally carried out by the system during the course of operations. Additionally, wastewater treatment facilities permitted in the State of Florida are required by Section 62-600.405, Florida Administrative Code (F.A.C.) to “provide for the timely planning, design, and construction of wastewater facilities necessary to provide proper treatment and reuse or disposal of domestic wastewater and management of domestic wastewater residuals”. Section 62-600.405 F.A.C. also provides requirements for such facilities to submit periodic capacity analysis reports, construction permit and operating permit applications

for expanded facilities required to meet projected demands. Pace Water System, Inc. is currently under design of a 3 million gallon per day plant expansion. It is anticipated that this plant expansion will be complete in 2007. Therefore, it is apparent that Pace Water System, Inc. will have the ability to accommodate the demand for sanitary sewer in the year 2020.

Potable Water

Pace Water System, Inc. provides potable water for the area and has the capacity to serve the existing and future use of subject property. The current and projected year 2010 and 2020 data related to potable water was provided by Santa Rosa County Planning and Zoning:

Current Data:

Pace Water System, Inc.

Maximum Capacity:	11.088 million gallons per day
Average Flow:	3.445 million gallons per day

Projected Year 2010 Data:

Pace Water System, Inc.

Maximum Capacity:	11.088 million gallons per day
Demand:	4.039 million gallons per day

Projected Year 2020 Data:

Pace Water System, Inc.

Maximum Capacity:	11.088 million gallons per day
Demand:	5.384 million gallons per day

The proposed amendment is not expected to create capacity problems for Pace Water Systems, Inc. A letter from Pace Water Systems, indicating their capacity to accommodate the minimal effect of converting this existing residential structure into commercial office space is attached as Attachment "Q".

Solid Waste

Solid waste disposal services for this proposed development will be provided by private contract vendors. This proposed development will not adversely affect the adopted LOS standard. The following data was provided by Santa Rosa County Planning & Zoning:

Currently the landfill has approximately 52% of the permitted airspace remaining. Based on estimated population projections, the remaining life of this airspace is approximately 30 years.

Projected Solid Waste Demand and Capacity Central Landfill – Santa Rosa County					
<i>Year</i>	<i>Permanent Population</i>	<i>Seasonal Population</i>	<i>Total Population</i>	<i>Total Demand @ LOS 6 ppc/d</i>	<i>Countywide Capacity</i>
2000	117,743	3,496	123,239	739,434 mp/d – 591.55 cy/d – 215,915 cy/y	58%
2005	136,443	4,093	140,536	843,216 mp/d – 674.57 cy/d – 246,219 cy/y	52%
2010	158,600	4,758	163,358	980,148 mp/d – 784.12 cy/d – 286,203 cy/y	46%
2020	195,100	5,853	200,953	1,205,718 mp/d – 964.57 cy/d – 352,070 cy/y	33%
2030	226,400	6,792	233,192	1,399,152 mp/d – 1,119.32 cy/d – 408,552 cy/y	27%
Source: Santa Rosa County Planning & Zoning, 2007. (Assume 1250 pounds per cubic yard) ppc/d = pounds per capita per day; mp/d = millions of pound per day; cy/d = cubic yards per day; mc/y = millions of cubic yards per year; mc/y = millions of cubic yards.					

* Population includes municipalities; Year 2000 permanent population is U.S. Census data. For Years 2005 and beyond, seasonal population is estimated at three (3) percent and is added to permanent population estimates from the Bureau of Economics and Business Research (BEBR) to compute Total Population.

Drainage

Drainage of the proposed development will be accomplished via existing culvert and conventional storm water collection and treatment mechanism (i.e. curb and gutter, swales, etc.).

Traffic

A traffic analysis has been conducted by Engineering and Planning Resources and is included in Attachment “R” of this report.

Parks, Recreation, and Open Space

Information provided by the Santa Rosa County Planning and Zoning Department indicates that Santa Rosa County has adequate parks and open spaces to meet projected growth through 2010 and that the proposed development will not degrade the adopted level of service for parks, recreation and open space.

Maximum Demand: 3,542 acres
Current: 245,967 acres

Schools

The subject property is currently occupied by a single family residential structure which will be converted into office space. Therefore, this proposal will lessen the burden on the school district and no other affect on the school system is anticipated.

Consistency with Proposed Santa Rosa County 2000-2020 Comprehensive Plan

The following pages address specific elements of the adopted Santa Rosa County Comprehensive Plan and appropriate sections of the Santa Rosa County Land Development Code. Review of the information presented on the following pages will demonstrate that this proposed amendment is consistent with the adopted Comprehensive Plan for Santa Rosa County.

Policy 3.1.A.2: The maximum densities and intensities permitted on a given parcel of land shall be based upon the suitability of topography and soil types for septic drain field systems, potable water wells, and ability to physically support buildings and improvements, as determined by the Santa Rosa County Soils Map, the Department of Health, DEP, COE, and appropriate engineering manuals, in the review of proposed development projects.

Response: The soil type found on this site is Troup Loamy Sand (0-5% slopes). These soils have a high potential for the application of septic tanks and drain fields. They are also suitable for dwellings without basements, local roads and streets, and low commercial buildings. The topography (0-5% slopes) is suitable for parking lot and site grading to achieve positive drainage of the constructed commercial improvements. Consequently, the soils types and topography indicate suitability for the proposed FLUM change and are, therefore consistent with this policy. (See Attachment "I," Soils Map).

Policy 3.1.G.4: No future land use category may be changed and no rezoning may be approved unless a finding is made that the change in land use or land use classification or zoning category will promote compact development and discourage urban sprawl. The Santa Rosa County Board of County Commissioners shall be responsible for making such findings upon receipt of a report from the LPA.

Response: The proposed development will only transform an existing residential structure into a single office for commercial use, along a major arterial roadway. This request will allow the development of the site to uses that are more consistent with the adjacent parcels. Additionally, this proposed development is surrounded by other business uses served by existing infrastructure with available capacity. Therefore, this request is consistent with this policy. (See Attachment, "G," Existing Land Use Map).

Policy 3.1.G.6: Land use densities may be increased in urban areas where infrastructure capacities are in place and can accommodate the additional demand created by increased densities.

Response: Discussions relating to POTABLE WATER, SANITARY SEWER, SOLID WASTE, DRAINAGE, PARKS, RECREATION AND OPEN SPACE, and TRAFFIC presented earlier in this report demonstrate that critical infrastructure is in place to accommodate this plan amendment. This request, therefore, is consistent with this policy.

Policy 5.1.C.8: The County shall continue to utilize the FLUM amendment, rezoning, conditional use, and special exception approval process to assure that new proposed land uses are compatible with existing residential uses, and will not significantly contribute to the degradation of residential neighborhoods.

Response: The zoning classification of all nearby properties is predominately HCD, Highway Commercial Development. The nature and scope of the proposed commercial uses will be compatible with the existing commercial uses. This request is, therefore, consistent with this policy.

Policy 8.1.A.1: The land use categories shown on the Future Land Use Maps take into consideration the compatibility of the development with wetland resources. Undeveloped areas of the County with the largest concentrations of wetlands have been designated for low density development. Wetlands under public ownership have been designated for Conservation/Recreation use. Amendments to the Future Land Use Map for parcels identified on the National Wetlands Inventory Map as containing wetlands must demonstrate that protection will be provided to avoid any added impact to wetlands. For purposes of Future Land Use Map amendment reviews, incompatible uses will be those that would necessarily result in greater impact to on-site wetlands than would occur under the Current Future Land Use designation.

Response: This parcel does not have any indications of wetlands present based on the National Wetlands Inventory Map. (See Attachment “N” Potential Wetlands Map). The Soils Map, (See Attachment “I”), indicates the property consists of upland soils only. No wetland indicator soil types are present on this site. Therefore, this request is consistent with this policy.

Policy 8.1.A.2: The land use categories shown on the Future Land Use Maps take into consideration the compatibility of development with natural resources. In reviewing requests for amendments to the Future Land Use Map, the County will consider the impact of the request on the environmentally sensitive land uses and will direct the incompatible land uses away from such areas. For purposes of Future Land Use Map amendment reviews, incompatible uses would be those that would necessarily result in greater impact to on-site environmentally sensitive lands than would occur under the current Future Land Use designation.

Response: This parcel does not have any indications of wetlands present based on the National Wetlands Inventory Map. (See Attachment “N” Potential Wetlands Map). The Soils Map, (See Attachment “I”), indicates the property consists of upland soils only. No wetland indicator soil types are present on this site. Therefore, this request is consistent with this policy.

The Florida Department of Environmental Protection indicates that the predominant vegetation communities on the site are unclassified. Based on a visual inspection of the site, there is little herbaceous cover except native grasses. There are a few trees located along the eastern and southern boundaries. These communities are consistent with urban development; therefore this request is consistent with this policy. (See Attachment “M” Vegetation Cover Map and Attachment “H” Aerial View).

The Habitat and Land Cover Map indicates that this site is partially “Hardwood Hammocks and Forests,” and partially “Barren”. There are no indications that the site contains strategic habitat areas. For these reasons, this request is consistent with this policy. (See Attachment “K” Habitat and Land Cover Map; Attachment “J” Biodiversity Hot Spots Map and Attachment “L” Strategic Habitat Map).

SUPPORTING DOCUMENT ATTACHMENTS

Attachment “A” – Location Map

Attachment “B” – Future Land Use Map

Attachment “C” – Proposed Future Land Use

Attachment “D” – Current Zoning Map

Attachment “E” – Extended View Current Zoning Map

Attachment “F” – Proposed Zoning Map

Attachment “G” – Existing Land Use Map

Attachment “H” – Aerial View

Attachment “I” – Soils Map

Attachment “J” – Biodiversity Hotspots

Attachment “K” – Habitat and Landcover

Attachment “L” – Strategic Habitat

Attachment “M” – Vegetative Cover

Attachment “N” – Potential Wetlands

Attachment “O” – Flood Zone Map

Attachment “P” – Hurricane Storm Surge

Attachment “Q” – Letter from Pace Water System, Inc.

Attachment “R” – Traffic Analysis by Engineering & Planning Resources, P.C.

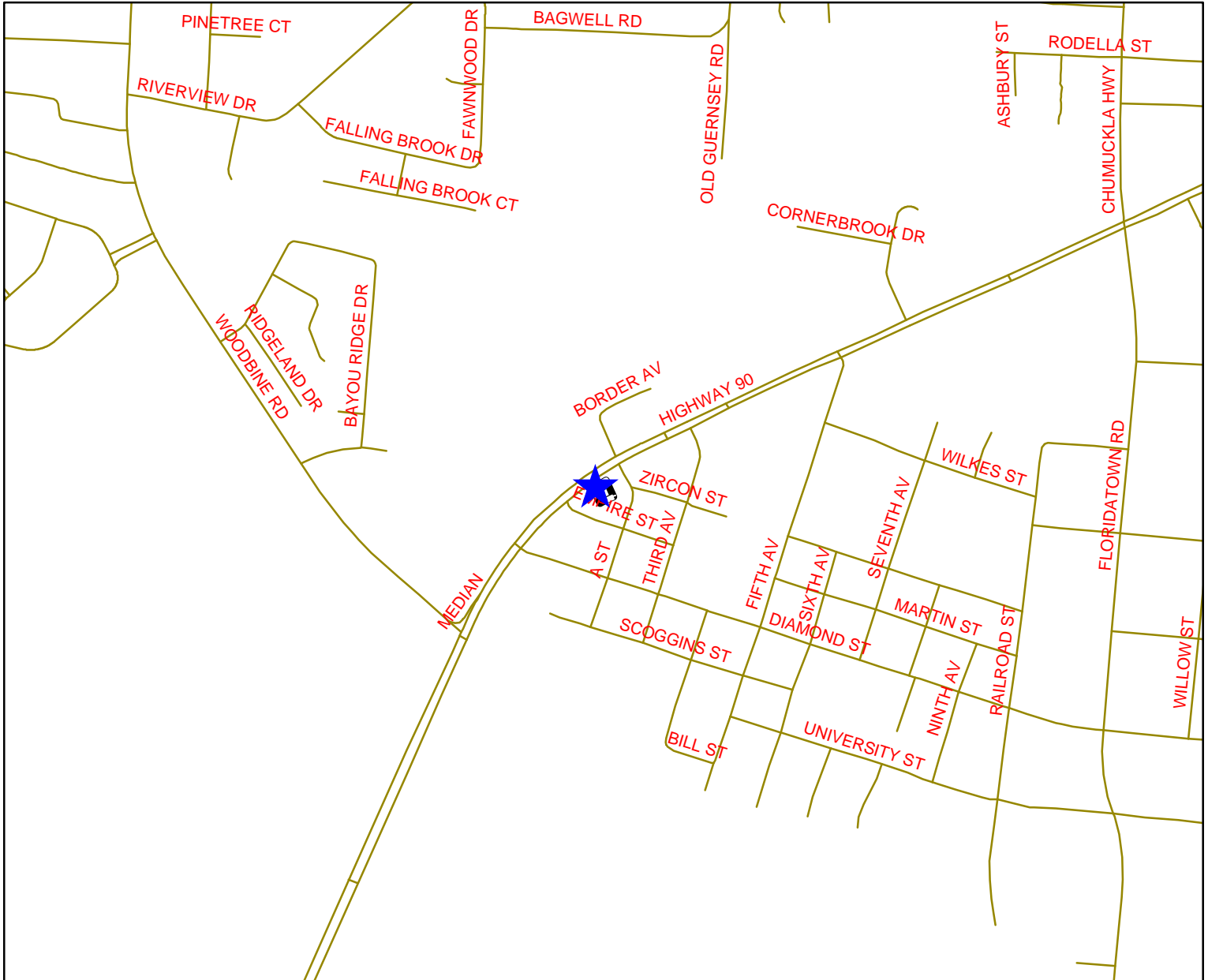
Attachments

“A” Through “P”

Zoning Maps

Location Map



Attachment A



0 550 1,100 2,200 Feet



Legend

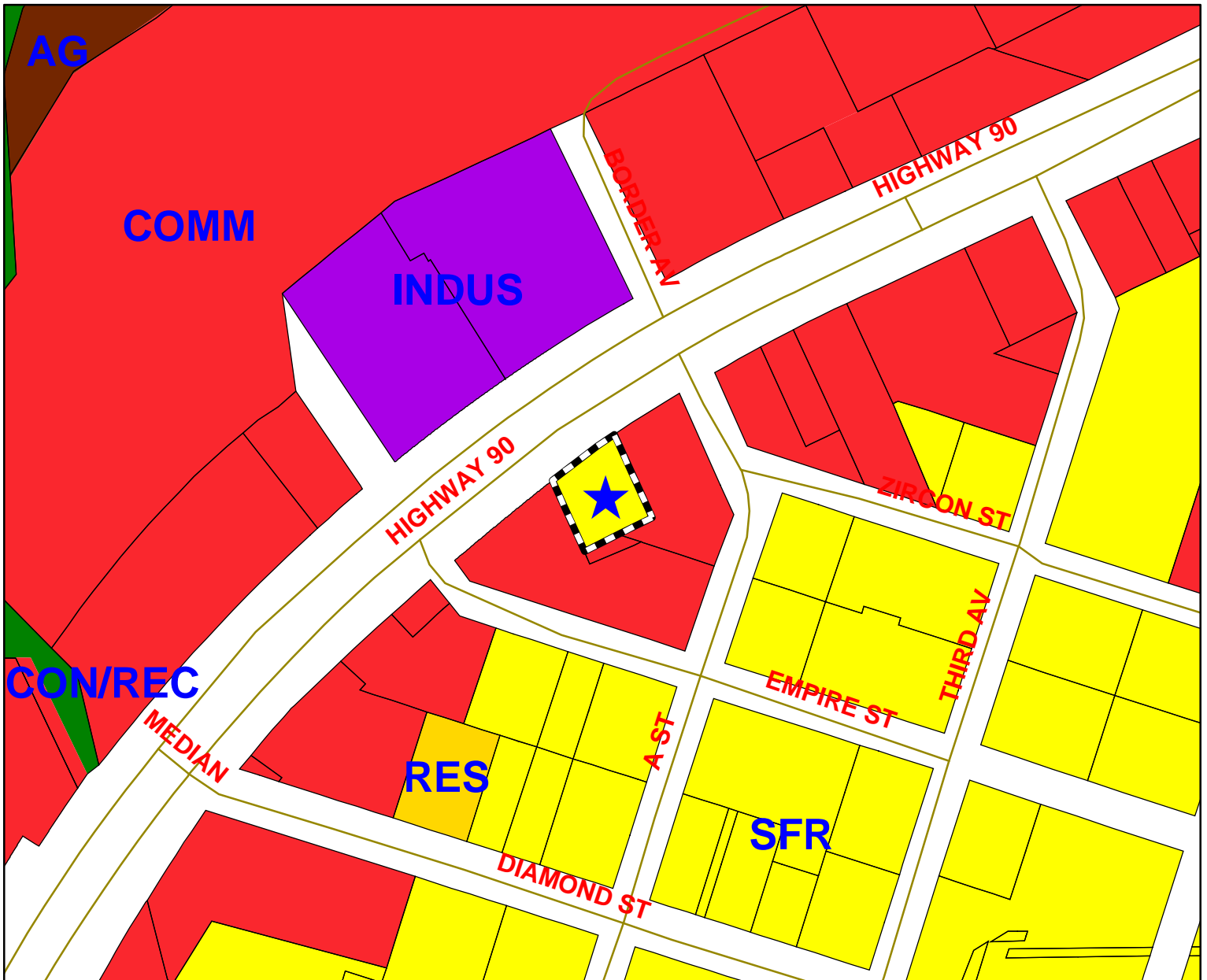
-  Streets
-  Abrams_Property_LSA

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Future Land Use Map

Attachment B



1 inch equals 200 feet



Legend

Streets

Abrams_Property_LSA

Parcels

FLUM

AGRICULTURE (AG)

SINGLE FAMILY RESIDENTIAL (SFR)

MEDIUM DENSITY RESIDENTIAL

RESIDENTIAL (RES)

COMMERCIAL (COMM)

CONSERVATION/RECREATION (CON/REC)

GP SINGLE FAMILY RESIDENTIAL (GPSFR)

GP RURAL RESIDENTIAL (GPRR)

BAGDAD HISTORIC DISTRICT (HIS)

INDUSTRIAL (INDUS)

MARINA (MARINA)

MILITARY (MIL)

MIXED RESIDENTIAL COMMERCIAL (MRC)

NAVARRE BEACH COMMERCIAL (NBCOMM)

NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)

NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)

NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDR)

NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)

NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMR)

NAVARRE BEACH UTILITIES (NBU)

CITY

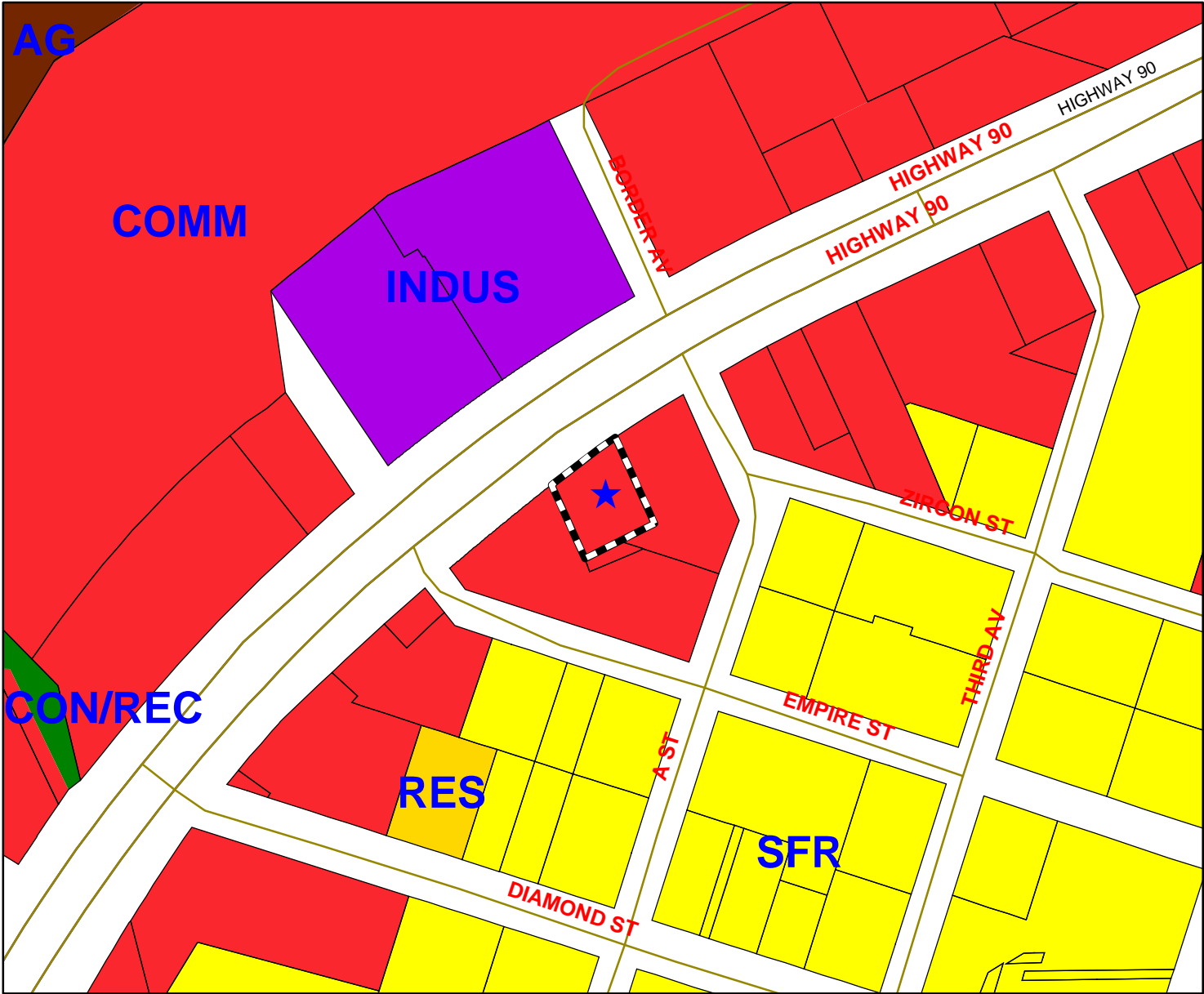
RAIL

WATER

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Proposed Future Land Use



1 inch equals 200 feet



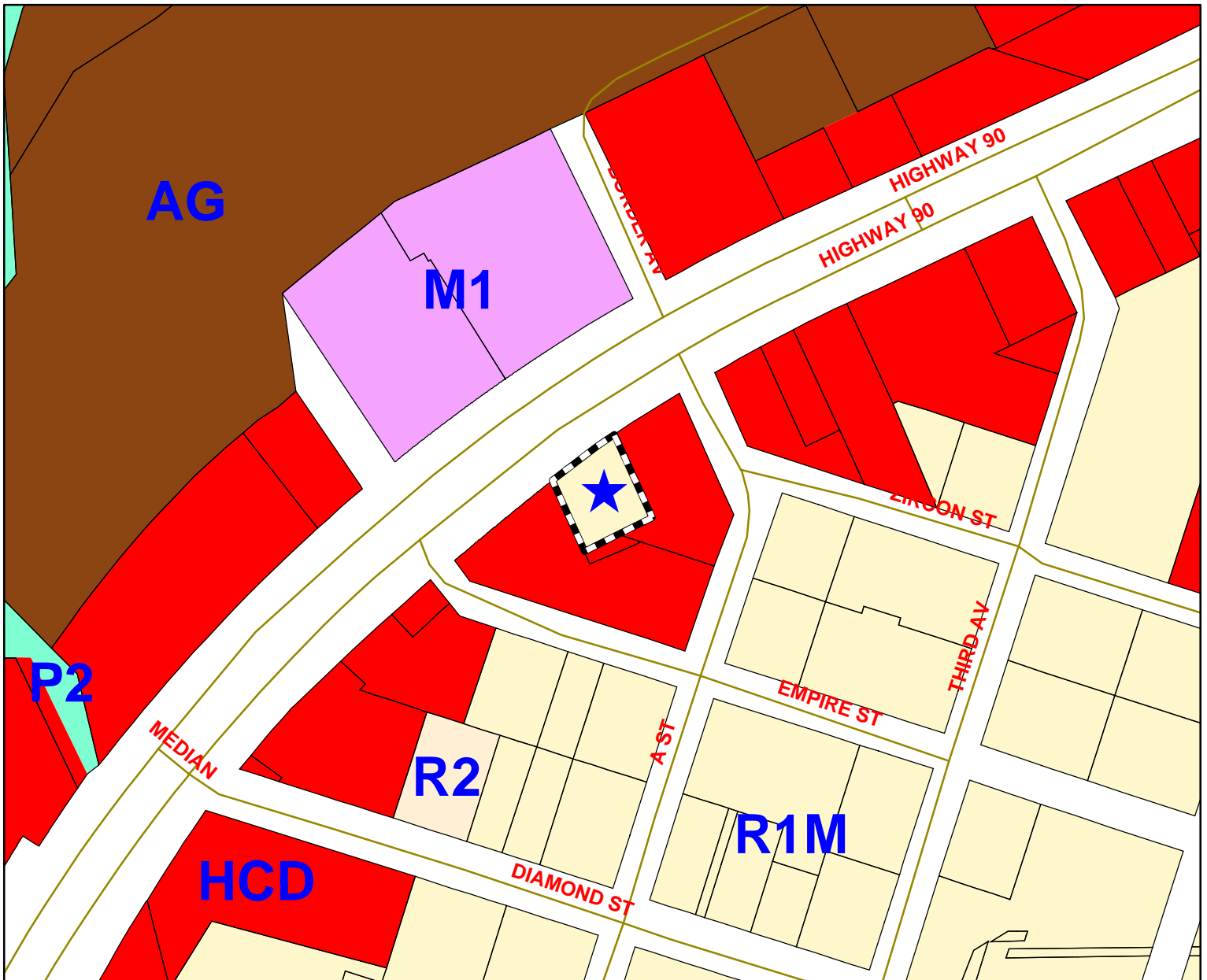
Legend

Streets	CONSERVATION/RECREATION (CON/REC)	NAVARRE BEACH MEDIUM DENSITY RESIDENTIAL (NBMDR)
Main Roads	GP SINGLE FAMILY RESIDENTIAL (GPSFR)	NAVARRE BEACH MEDIUM/HIGH DENSITY RESIDENTIAL (NBMDHR)
Abrams_Property_LSA	GP RURAL RESIDENTIAL (GPRR)	NAVARRE BEACH HIGH DENSITY RESIDENTIAL (NBHDR)
Parcels	BAGDAD HISTORIC DISTRICT (HIS)	NAVARRE BEACH MIXED RESIDENTIAL/COMMERCIAL (NBMRC)
FLUM	INDUSTRIAL (INDUS)	NAVARRE BEACH UTILITIES (NBU)
AGRICULTURE (AG)	MARINA (MARINA)	CITY
SINGLE FAMILY RESIDENTIAL (SFR)	MILITARY (MIL)	RAIL
MEDIUM DENSITY RESIDENTIAL	MIXED RESIDENTIAL COMMERCIAL (MRC)	WATER
RESIDENTIAL (RES)	NAVARRE BEACH COMMERCIAL (NBCOMM)	
COMMERCIAL (COMM)	NAVARRE BEACH LOW DENSITY RESIDENTIAL (NBLDR)	

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Current Zoning Map

Attachment D



1 inch equals 200 feet



Legend

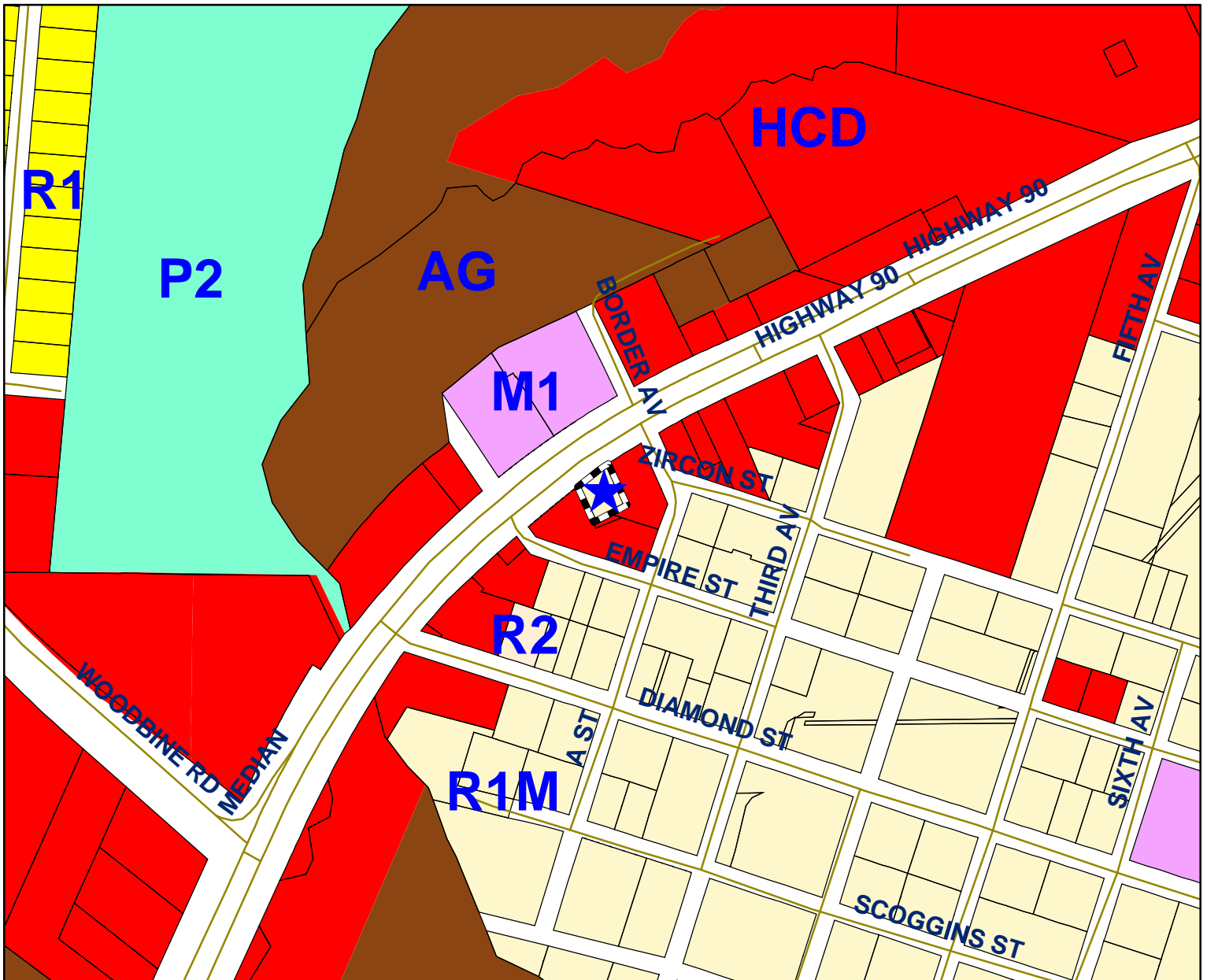
Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Abrams_Property_LSA	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	

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Extended View Current Zoning Map

Attachment E



1 inch equals 400 feet



Legend

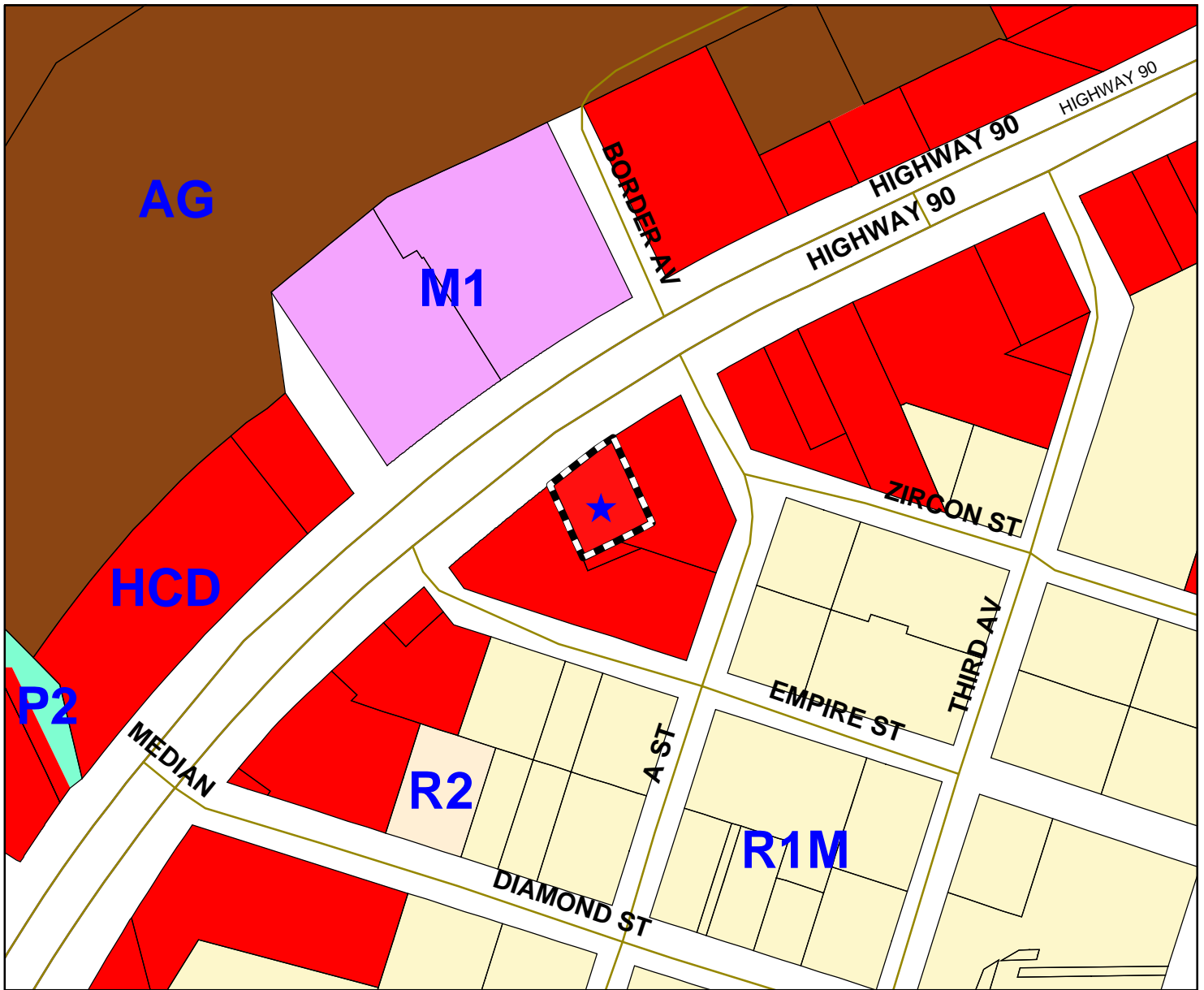
Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Abrams_Property_LSA	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Parcels	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Zoning District	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Agriculture/Rural Residential (AG)	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture (AG2)	Passive Park (P-1)	Town Center 1 (TC1)	State
Marina (C-1M)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina and Yacht Club (C-2M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Historical/Commercial (HC-1)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Highway Commercial Development (HCD)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Historical/Single Family (HR-1)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	

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Proposed Zoning

Attachment F



1 inch equals 200 feet



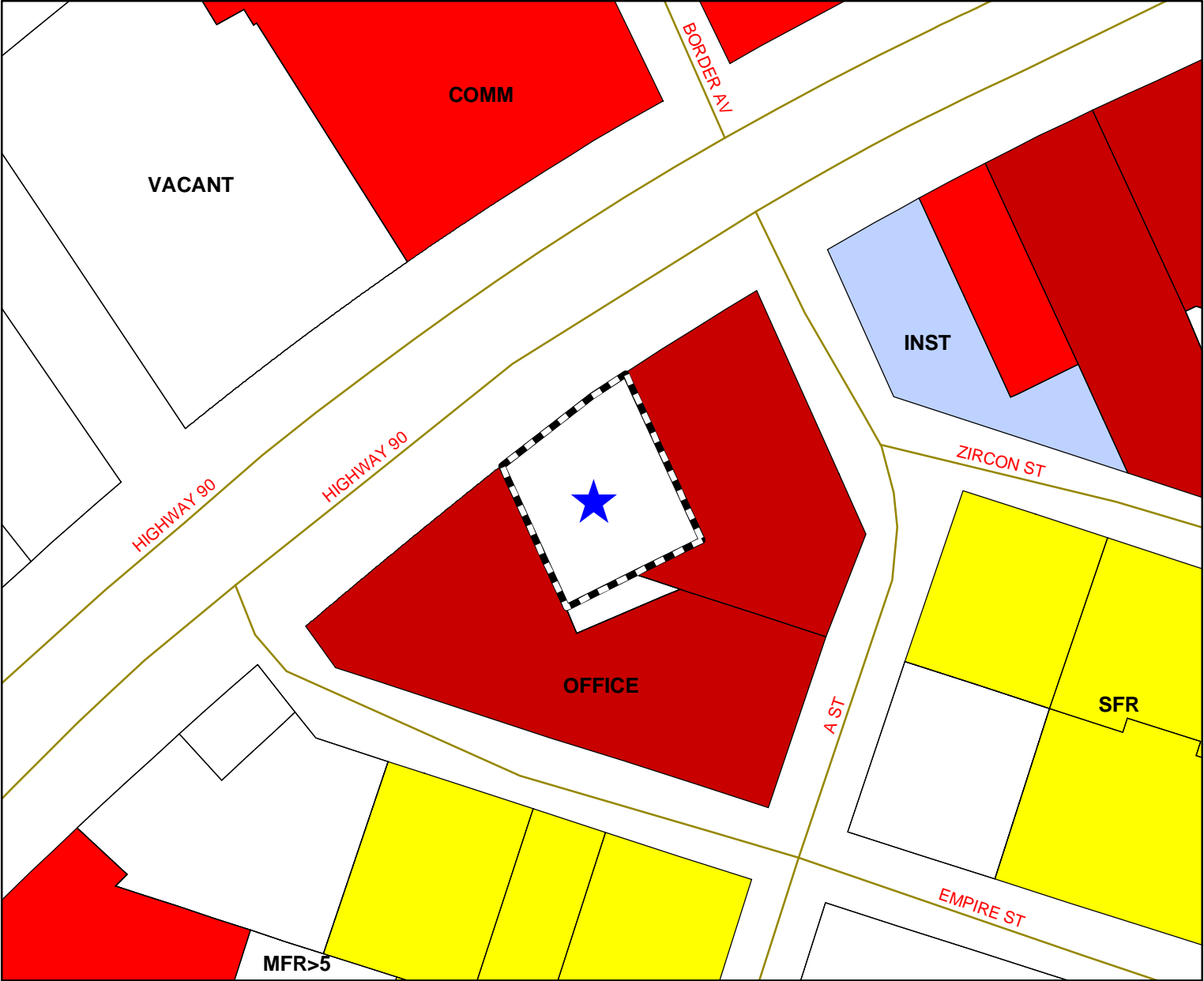
Legend

Streets	Historical/Multiple Family (HR-2)	Mixed Residential Subdivision (R-1M)	Navarre Beach - Planned Mixed Use Development
Main Roads	Restricted Industrial (M-1)	Medium Density Residential (R-2)	Navarre Beach - Conservation/Recreation
Abrams_Property_LSA	General Industrial (M-2)	Medium Density Mixed Residential (R-2M)	Navarre Beach - Single Family
Parcels	PID	Medium High Density Residential (R-3)	Navarre Beach - Medium High Density
Zoning District	Neighborhood Commercial (NC)	Rural Residential Single Family (RR-1)	Navarre Beach - Utilities
Agriculture/Rural Residential (AG)	Passive Park (P-1)	Town Center 1 (TC1)	State
Agriculture (AG2)	Active Park (P-2)	Town Center 2 (TC2)	Right of Ways
Marina (C-1M)	Planned Business District (PBD)	Navarre Beach - Commercial	Military
Marina and Yacht Club (C-2M)	Planned Unit Development (PUD)	Hotel - Navarre Beach	Water
Historical/Commercial (HC-1)	Single Family Residential (R-1)	Navarre Beach - High Density	Municipal Boundaries
Highway Commercial Development (HCD)	Single Family Residential (R-1A)	Navarre Beach -Medium Density	
Historical/Single Family (HR-1)			

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Existing Land Use Map



1 inch equals 100 feet



Legend

Streets	City	Recreation/Open Space
Abrams_Property_LSA	Commercial	Right of Way
Parcels	Institutional	Single Family Residential
ELUM	Military	Silviculture
CATEGORY	Mixed Residential/Commercial	Unknown
Agriculture	Office	Vacant
Agriculture Homestead	Public Owned Property	Water
Condo/Townhomes	Recreation/Commercial	




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1 inch equals 100 feet



Legend

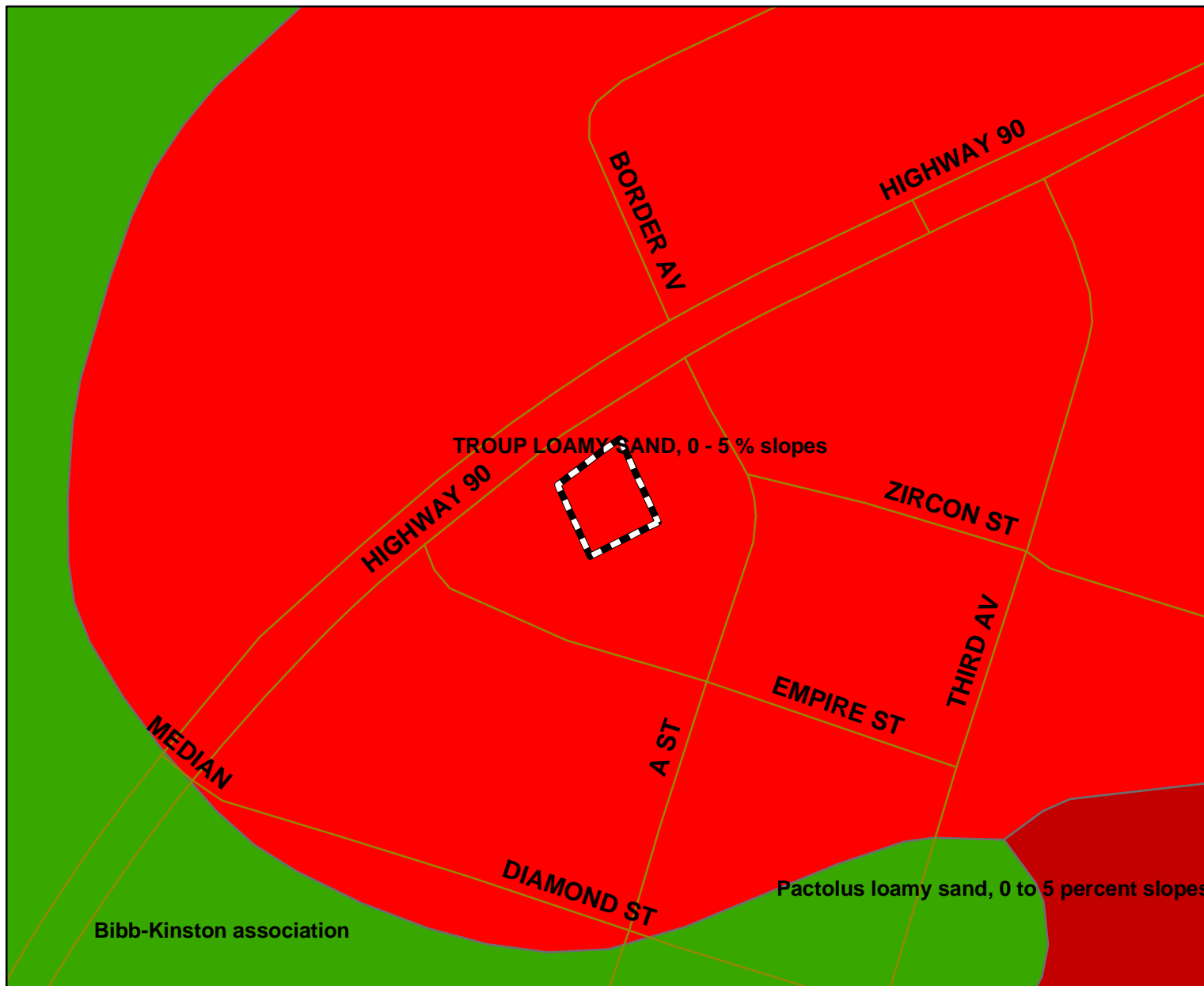
-  Streets
-  Abrams_Property_LSA
-  Parcels

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Soils Map

Attachment I



1 inch equals 200 feet



Legend

Streets
Abrams_Property_LSA

Soils

<all other values>

LEGENDNAME

ALBANY LOAMY SAND, 0-5% SLOPES
ANGIE VARIANT LOAM
ARENTS, MODERATELY WET
BEACHES
BIBB-KINSTON ASSOCIATION
BOHICKET-HANDSBORO
BONIFAY LOAMY SAND, 0-5% SLOPES
CHEWACLA-WAHEE-RIVERVIEW ASSOCIATION
COROLLA-DUCKSTON SANDS, GENTLY UNDULATING, FLOODED
DOROVAN-PAMLICO
DOTHAN FINE SANDY LOAM, 0-2% SLOPES

DOTHAN FINE SANDY LOAM, 2-5% SLOPES
DOTHAN FINE SANDY LOAM, 5-8% SLOPES
ESCAMBIA FINE SANDY LOAM, 0-2% SLOPES
ESTO LOAM, 0-2% SLOPES
ESTO LOAM, 5-8% SLOPES
FOXWORTH SAND, 0-5% SLOPES
FUQUAY LOAMY SAND, 0-5% SLOPES
FUQUAY LOAMY SAND, 5-8% SLOPES
GARCON LOAMY FINE SAND
GOLDHEAD FINE SAND
GULLIED LAND
JOHNS FINE SANDY LOAM
KALMIA LOAMY FINE SAND, 2-5% SLOPES
KUREB SAND, 0-8% SLOPES
LAKELAND SAND, 0-5% SLOPES
LAKELAND SAND, 12-30% SLOPES

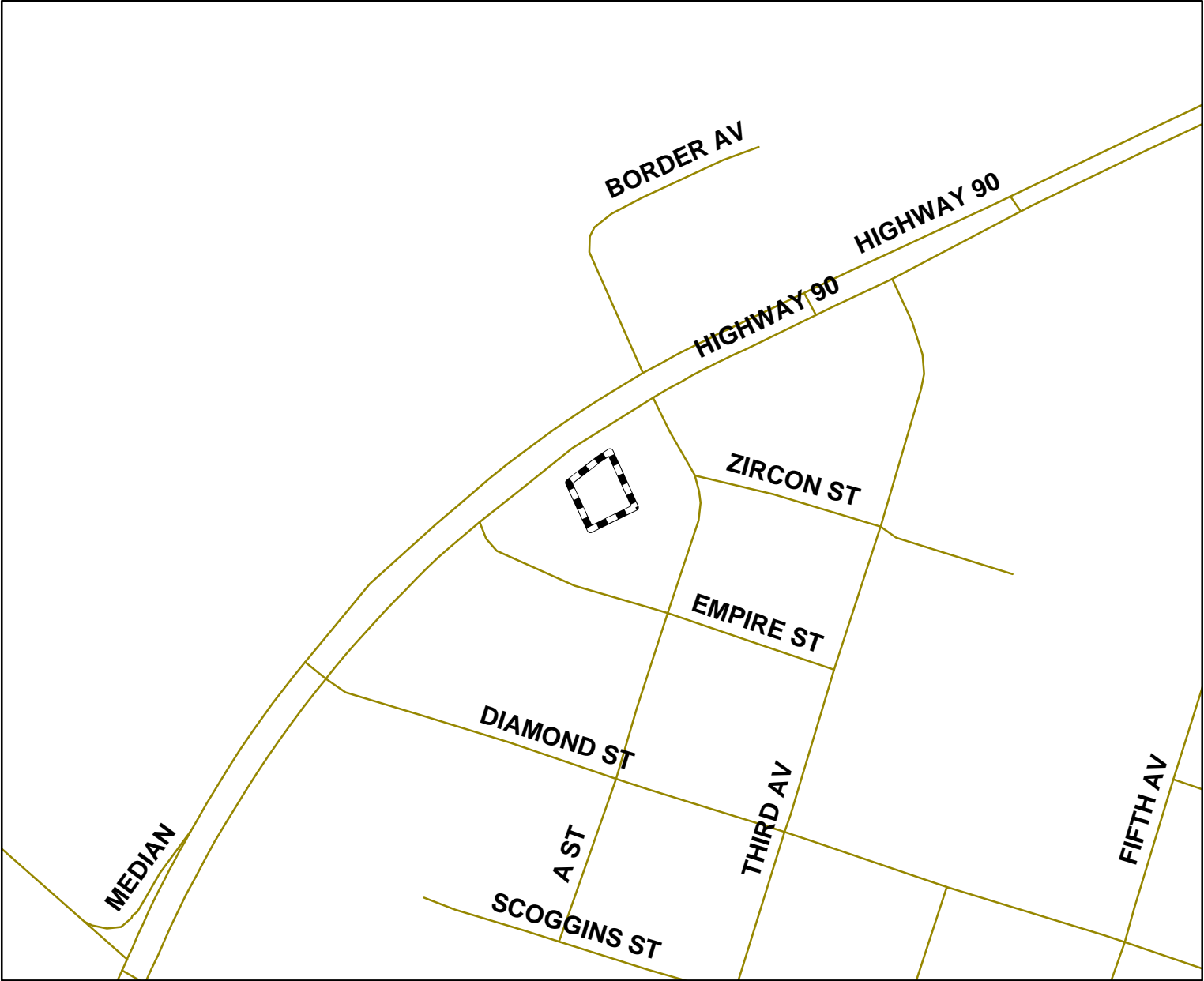
LAKELAND SAND, 5-12% SLOPES
LEON SAND, 0-2% SLOPES
LUCY LOAMY SAND, 0-5% SLOPES
LUCY LOAMY SAND, 5-8% SLOPES
LYNCHBURG FINE SANDY LOAM
MAXTON LOAMY FINE SAND, 2-5% SLOPES
MEADOWBROOK FINE SAND
MULAT LOAMY FINE SAND
NEWHAN-COROLLA COMPLEX, ROLLING
ORANGEBURG SANDY LOAM, 0-2% SLOPES
ORANGEBURG SANDY LOAM, 2-5% SLOPES
ORANGEBURG SANDY LOAM, 5-8% SLOPES
ORTEGA SAND, 0-5% SLOPES
PACTOLUS LOAMY SAND, 0-5% SLOPES
PICKNEY LOAMY SAND
PITS

RAINS FINE SANDY LOAM
RED BAY SANDY LOAM, 0-2% SLOPES
RED BAY SANDY LOAM, 2-5% SLOPES
RUTLEGE LOAMY SAND
TIFTON SANDY LOAM, 0-2% SLOPES
TIFTON SANDY LOAM, 2-5% SLOPES
TIFTON SANDY LOAM, 5-8% SLOPES
TROUP LOAMY SAND, 0-5% SLOPES
TROUP LOAMY SAND, 5-8% SLOPES
TROUP LOAMY SAND, 8-12% SLOPES
TROUP-ORANGEBURG-COWARTS, 5-12% SLOPES
URBAN LAND
WATER

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Biodiversity Hotspots



1 inch equals 300 feet



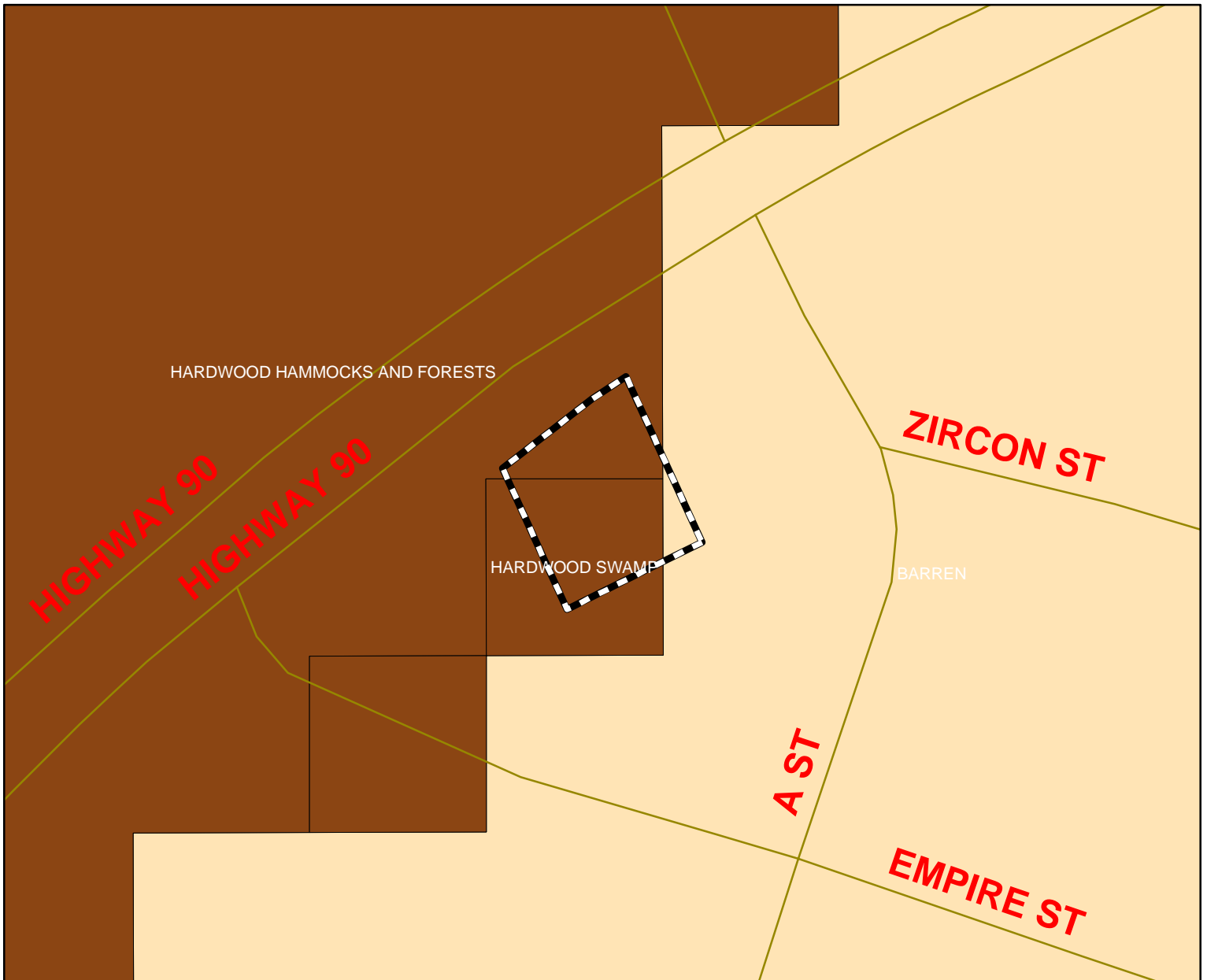
Legend

- Streets
- Abrams_Property_LSA
- Biodiversity Hotspots**
 - 3-4 FOCAL SPECIES
 - 5-6 FOCAL SPECIES
 - 7 OR MORE FOCAL SPECIES
 - SPECIES OCCURRENCE RECORD
 - Water Bodies
 - No Focal Species

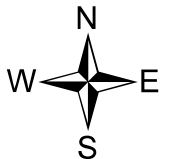
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Habitat and Landcover

Attachment K



1 inch equals 100 feet

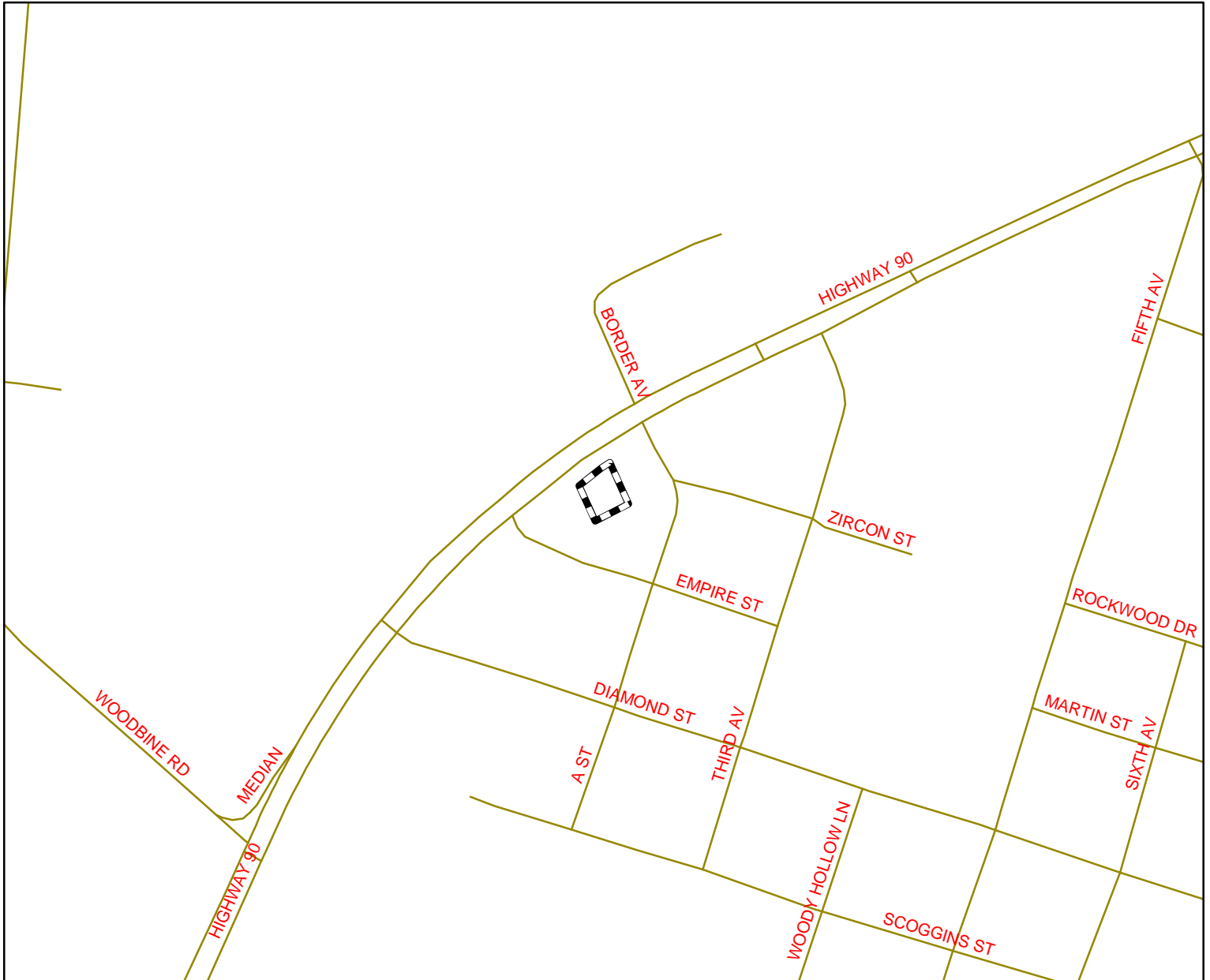


Legend

Streets	CYPRESS SWAMP	PINELANDS
Abrams_Property_LSA	FRESHWATER MARSH AND WET PRAIRIE	SAND PINE SCRUB
BARREN	GRASSLAND (AGRICULTURE)	SANDHILL
BAY SWAMP	HARDWOOD HAMMOCKS AND FORESTS	SHRUB AND BRUSHLAND
BOTTOMLAND HARDWOODS	HARDWOOD SWAMP	SHRUB SWAMP
COASTAL SALT MARSH	MIXED HARDWOOD-PINE FORESTS	XERIC OAK SCRUB
COASTAL STRAND	OPEN WATER	

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1 inch equals 400 feet



Legend

Streets



Abrams_Property_LSA

StrategicHabitat

Strategic Habitat Conservation

Water Bodies

Existing Conservation Land

Non-Habitat/Conservation Area

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Vegetative Cover

Attachment M



1 inch equals 400 feet

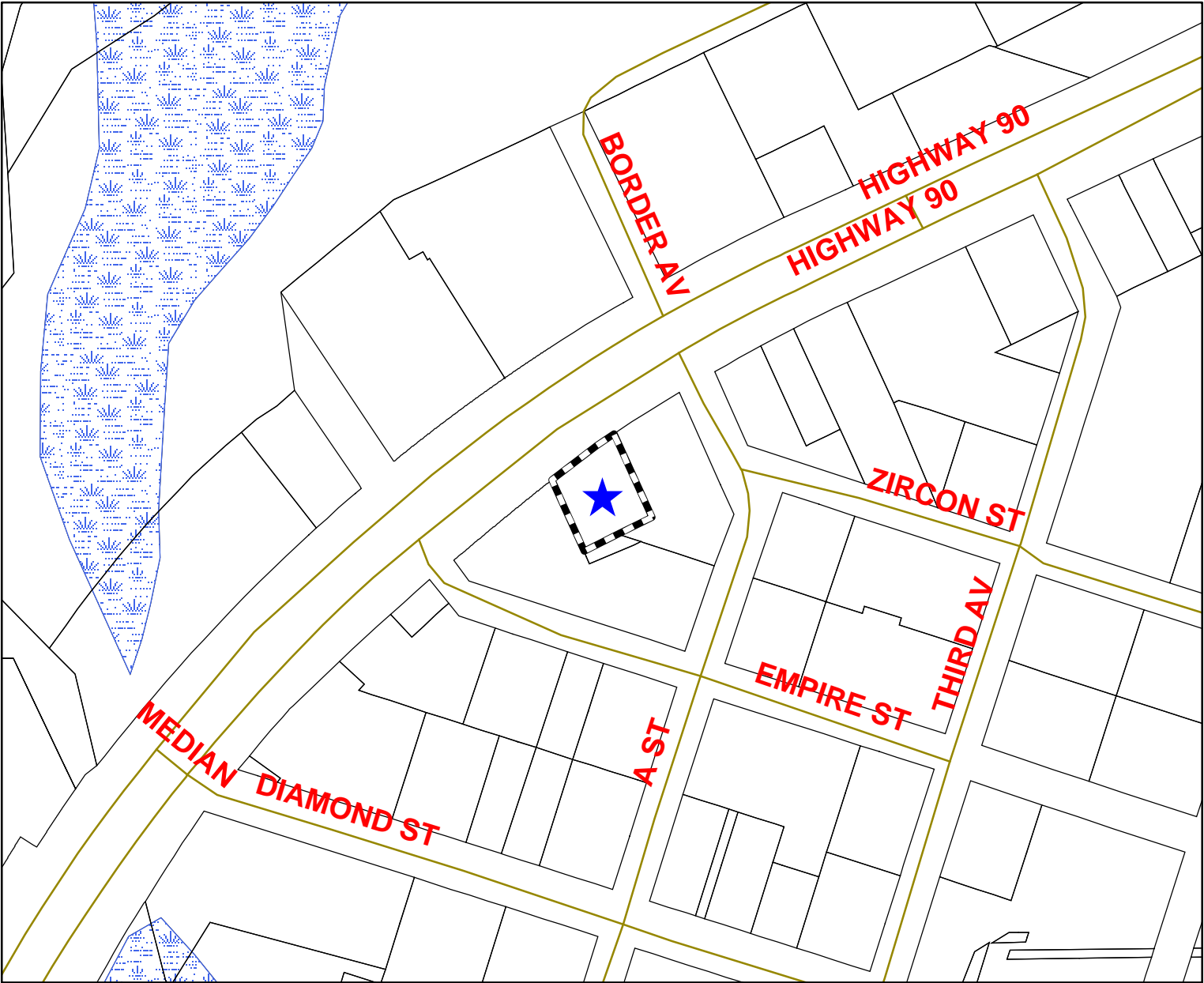


Legend

Streets	EMBAYMENTS NOT OPENING DIRECTLY INTO THE GULF	OUTSIDE STUDY AREA	TREE PLANTATIONS
Abrams_Property_LSA	EMBAYMENTS OPENING DIRECTLY INTO THE GULF	RESERVOIRS	UNCLASSIFIED
gisdata.GISADMIN.VegetativeCommunities	EMERGENT AQUATIC VEGETATION	RIVERINE SANDBARS	UPLAND CONIFEROUS FORESTS
ATLANTIC WHITE CEDAR	FOREST REGENERATION AREAS	SALTWATER MARSHES	UPLAND HARDWOOD FORESTS
BAY SWAMPS	FRESHWATER MARSHES	SAND OTHER THAN BEACHES	VEGETATED NON-FORESTED WETLANDS
BEACHES	GUM SWAMPS	SAND PINES	WETLAND CONIFEROUS FORESTS
BURNED AREAS	INLAND PONDS AND SLOUGHS	SHRUB AND BRUSHLAND	WETLAND FORESTED MIXED
COASTAL SCRUB	INTERMITTENT PONDS	SLOUGH WATERS	WETLAND HARDWOOD FOREST
CONIFEROUS PLANTATIONS	LAKES	STREAM AND LAKE SWAMPS	WETLAND HARDWOOD FORESTS
CROPLAND AND PASTURELAND	MIXED CONIFEROUS/HARDWOOD	STREAMS AND WATERWAYS	WETLAND SCRUB SHRUB
CYPRESS	MIXED RANGELAND	TIDAL FLATS	
DISTURBED LAND	OTHER OPEN LANDS (RURAL)	TREE CROPS	

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1 inch equals 200 feet



Legend

- Streets
- Abrams_Property_LSA
- Parcels
- Wetlands**
- Uplands
- Estuarine
- Lacustrine
- Palustrine
- Riverine
- Marine
- No Data

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Legend

- Streets
- Parcels
- FLOODWAY
- Abrams_Property_LSA

2006 DFIRM

- <all other values>

FLD_ZONE

- A
- AE
- AREA NOT INCLUDED
- OPEN WATER
- VE
- X

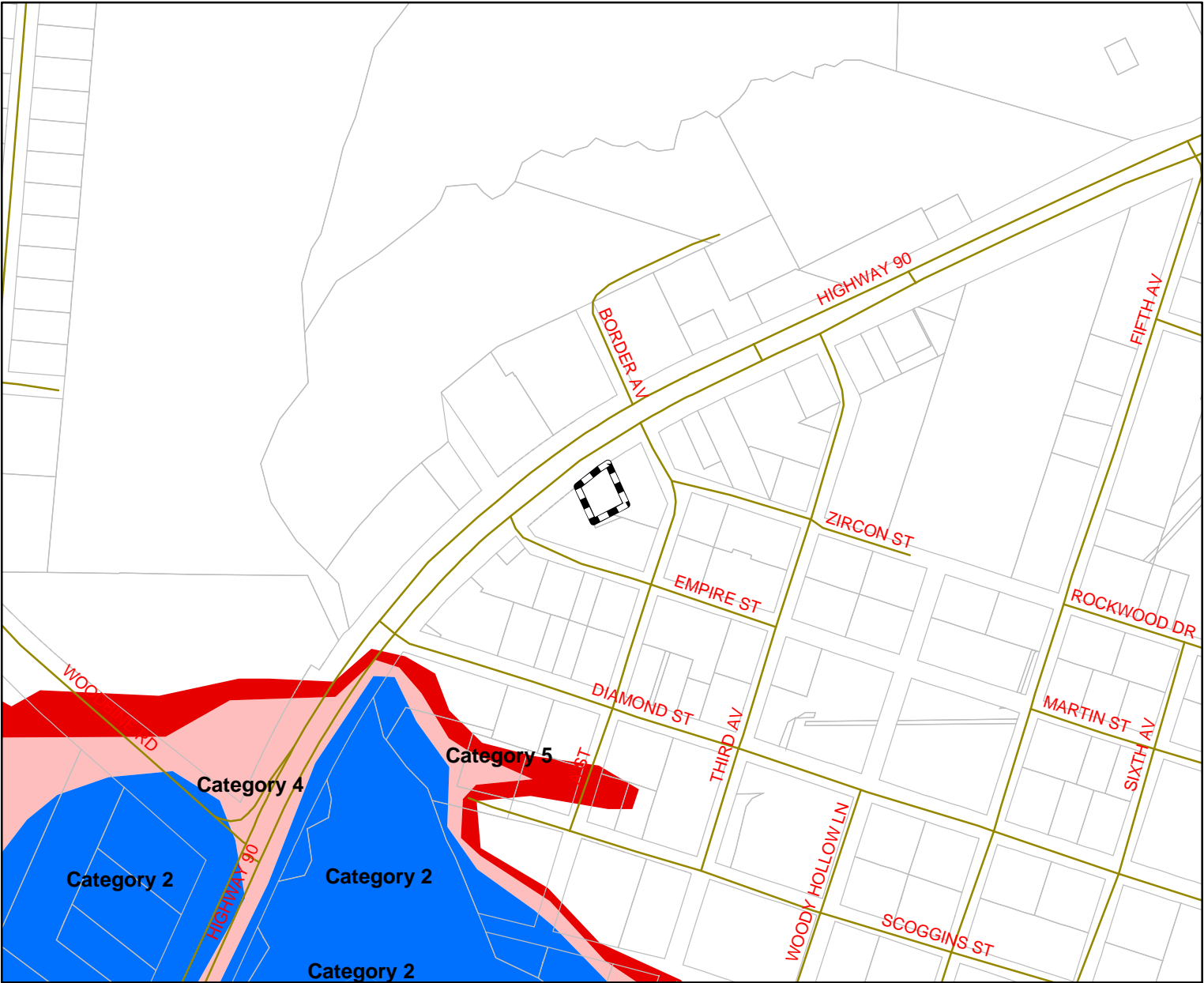


1 inch equals 200 feet

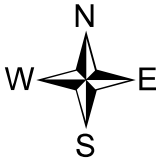


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1 inch equals 400 feet



Legend

- Streets
- Abrams_Property_LSA
- Parcels
- Category 1
- Category 2
- Category 3
- Category 4
- Category 5
- Tropical Storm

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Attachment

“Q”

Letter of

Water/Sewer Availability



Pace Water System, Inc.

August 3, 2007

Mr. William S. Abrams
Abrams Group
3645 Hwy. 90
Pace, FL 32571

Re: Letter of Utility Availability
3645 Hwy. 90

Dear Mr. Abrams:

Please be advised that both water and sewer service are available and that Pace Water System, Inc. has the capacity to serve said proposed commercial office. This property is not currently connected to the sewer system. Sewer is available if expansion occurs or if the existing septic system fails.

If you have any questions or need additional information please do not hesitate to call.

Sincerely,
Pace Water System, Inc.

Damon A. Boutwell, P.E.
Assistant Manager

Attachment

“R”

Traffic Analysis

Project Introduction

The purpose of this report is to document the potential transportation impacts created by the requested zoning changes and Future Land Use Map (FLUM) Amendment to the Santa Rosa County Comprehensive Policy plan. This change is being requested for a parcel located in Pace, on the west side of the Chumuckla Hwy/Hwy. 90 intersection. See Figure 1.

The amendment is to redesignate approximately 0.316 acres from a Single Family Residential (SFR) Land Use Code to a Commercial (C) Land Use Code and change zoning from a R-1M to the Highway Commercial District (HCD). Therefore, this analysis will focus on the conversion of the maximum allowable R-1 scenario to the maximum HCD scenario. All data and analysis will be presented to satisfy all requirements of Chapter 5.06 of the Santa Rosa County Land Development Code.

Project Details

The proposed project includes the parcel number 23-1N-29-1240-00900-0050. The total site acreage is 0.316 acres. See Figure 2.

Scenario Description

The methodology used in the preparation for this traffic report was developed in accordance with standard planning and engineering practices. EPR prepared the necessary traffic analysis to support the change in land use. This analysis is based on the maximum allowable development programs under current and proposed land use and zoning. The following summarizes the development threshold for the existing and proposed land use and zoning:

Scenario 1 – Maximum density under Existing Land Use and Zoning

- a. Existing Land Use Code is SFR and existing zoning is R-1
- b. Permitted Uses - *This district is designed to provide suitable areas for low density residential development where appropriate urban services and facilities are provided or where the extension of such services and facilities will be physically and economically facilitated. This district will be characterized by single-family detached structures and such other structures as are accessory thereto. This district also may include, as specifically provided for in these regulations conditional uses for community facilities and utilities which service specifically the residents of this district, or which are benefited by and compatible with a residential environment. Such facilities should be accessibly located and appropriately situated in order to satisfy special requirements of the respective community facilities. (excerpt from Santa Rosa County Land Development Code Article 6)*

According to section 6.05.05 in chapter 6 of the Santa Rosa County Comprehensive Plan, the density of permitted lots would be 4 dwelling units per acre. The maximum allowable dwelling units for the existing land use and zoning is 1 dwelling unit. The highest traffic generator for SFR/R-1 would be single-family residential. In addition, the current use for the property is one (1) single-family residential unit.

Scenario 2 - Maximum density possible under proposed future land use and zoning

- a. Proposed Land Use is Commercial with proposed zoning is HCD
- b. Permitted Uses - *This district is designed to provide for a wide range of uses in appropriate and easily accessible locations adjacent to major transportation corridors and having access to a wide market area. This district is intended to be situated along selected segments of major thoroughfares in the vicinity of major intersections. Automobiles and other vehicular service establishments, motels and hotels, business and professional offices, general retail and eating and drinking establishments, primarily characterize this district. This district should be situated in the vicinity of existing general commercial uses and should be buffered from residential areas. Refer to Section 6.03.15. (excerpt from Santa Rosa County Land Development Code Article 6)*

Site plan review as provided in Section 4.04.00 et. seq., is required for all uses in this district. The permitted uses include: community facilities, business and professional offices, financial and banking services, medical services, indoor commercial amusement activities, funeral homes, restricted sales and services, and restaurants with or without drive-thru facilities. Due to the size and arrangement of multiple parcels within this application, the highest traffic generator for a proposed future land use of C and a HCD zoning would be specialty retail. According to the size of the parcel and per DCA guidelines, the building size should be equal to the size of the parcel. The building size that equates to the size of the parcel is 13,765 square feet.

Trip Generation Summary

A trip generation summary was prepared by EPR for each Scenario to determine the trip adjustments between the existing approved land use designation and the proposed. Using the 7th Edition of *Trip Generation* by ITE, the roadway impact of adjacent street traffic (daily and peak hour) was calculated as follows:

Scenario 1

ITE Code 210: Single-Family Detached Housing

Fitted Curve Equation (p. 271 -peak hour) and (p. 269 -daily)

$\ln(T) = 0.90 \ln(X) + 0.53$ = Peak Hour driveway trips

$\ln(T) = 0.92 \ln(X) + 2.71$ = Daily driveway trips;

63% entering/37% exiting – Peak Hour

50% entering/50% exiting – Daily

Scenario 2

ITE Code 710: Specialty Retail Center.

Rates - Equations not available

2.71 trips/Th. Gr. Sq. Ft. = Peak Hour driveway trips

44.32 trips/Th. Gr. Sq. Ft. = Daily driveway trips;

45% entering/55% exiting – Peak Hour

50% entering/50% exiting – Daily

See appendix

ABRAMS DEVELOPMENT REZONING/LARGE SCALE PLAN ADMENDMENT ANALYSIS

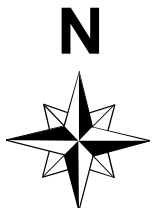
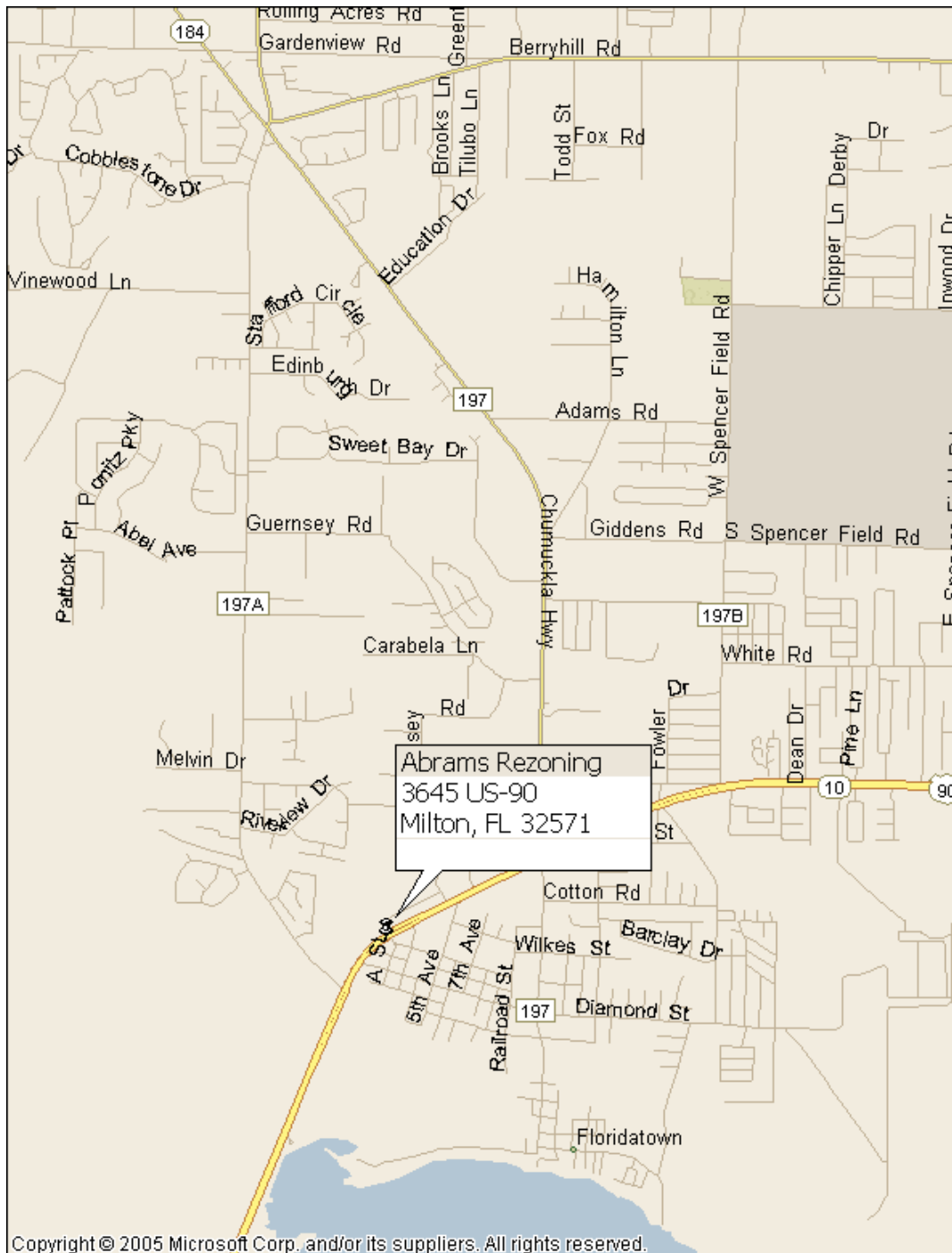


Figure 1
Vicinity Map

 **Project Site**

ABRAMS DEVELOPMENT REZONING/LARGE SCALE PLAN ADMENDMENT ANALYSIS

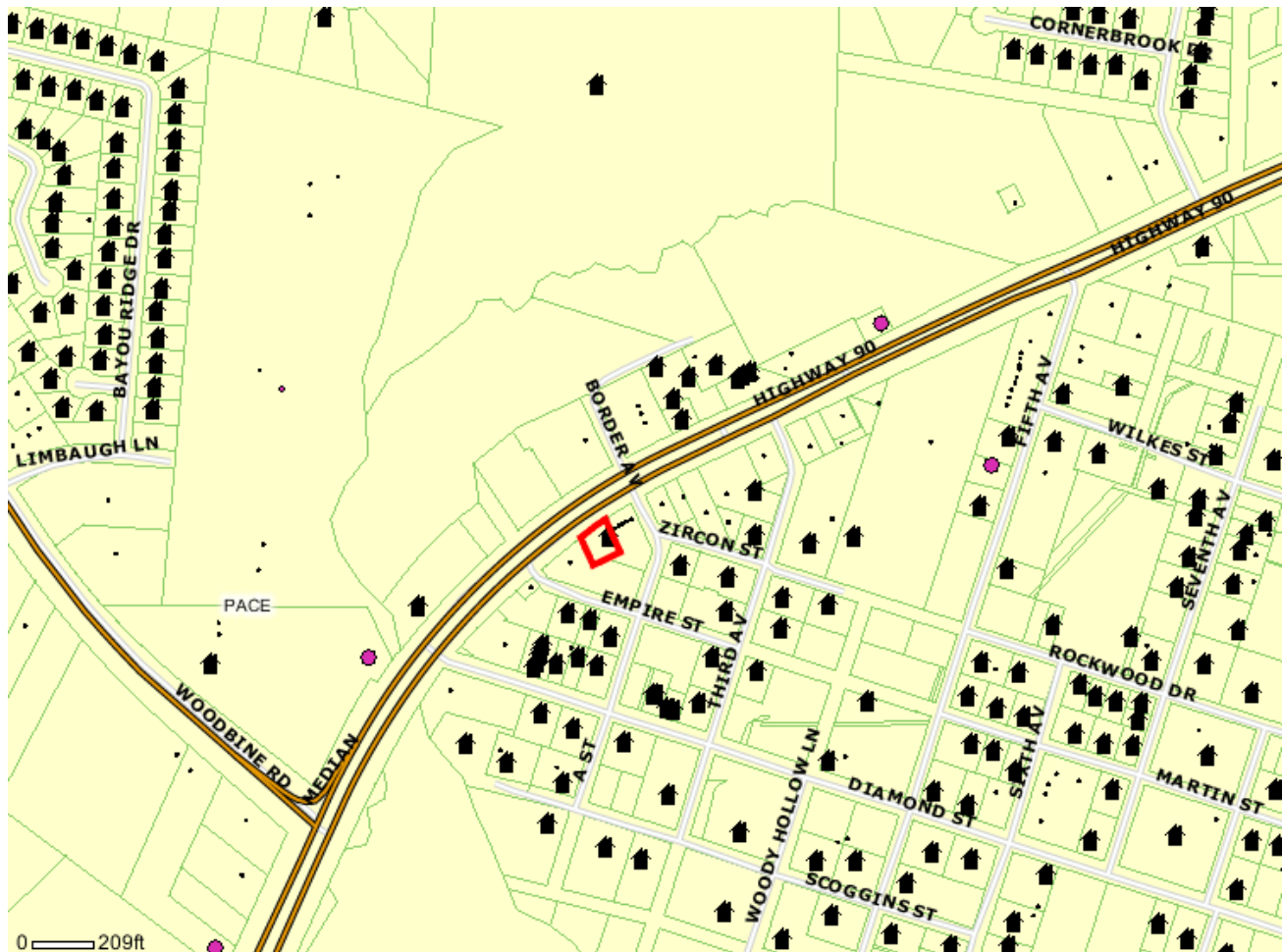


Figure 2
Boundary Information

The PM Peak hour trips for each scenario are summarized in Table 1. The trip calculations were prepared according to the requirements of Santa Rosa County Initial Test for Traffic Concurrency Worksheet A and B. See Appendix for trip generation worksheets.

According to Santa Rosa County traffic concurrency policy, roadway segments (except for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road) will be analyzed based on the weekday trip generation. Trip generation for US 98, US 90, SR 281/Avalon Blvd and CR 197A/Woodbine Road roadway segments will be analyzed for weekday PM Peak Hour adjacent street traffic.

Table 1 – Trip Generation Summary

Scenario	Scenario Description	Land Use	Dwelling Units/Acres	ITE Code	Daily Trips	PM PK Hr Trips Total	PM PK Hr Trips Entering	PM PK Hr Trips Exiting	PM PK Hr Trips Directional
1	Maximum density using existing Land Use & Zoning	R	1 DU	210	7 (2)	2 (2)	1	1	.55 (2)
2	Maximum density using proposed Land Use & Zoning	HCD	13 TH. GR. SF.	814	272 (2)	38 (2)	17	21	10 (2)

⁽¹⁾ PM PK HR – PM Peak Hour

⁽²⁾ Trip Generation calculated according to County guidelines – See worksheets A and B in Appendix.

Radius of Influence/Project Trip Distribution

According to Santa Rosa County Traffic Concurrency guidelines, the radius of influence for a project of less than 30 new PM Peak Hour trips is determined using the following criteria. See appendix for county guidelines and worksheet B.

One mile, or to all roadway links where the total new trips are equal to or greater than 1% of the generalized LOS maximum allowable volume for the roadway at the adopted LOS Standard whichever is greater. See Figure 3.

Using the criteria provided above and the calculations from Worksheet B, the impacted roadway segments were determined and listed in Table 3. The distribution of new trips (for Scenario 2) was calculated using the Santa Rosa County road segment data and FDOT data. See Appendix for PM Peak Hour and Daily trip distribution analysis.

ABRAMS DEVELOPMENT REZONING/LARGE SCALE PLAN ADMENDMENT ANALYSIS

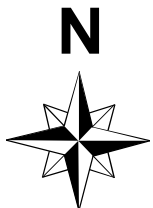


Figure 3
Impact Area

Table 2 – Impacted Roadway Segments
(Within a 1 mile Radius or No. of New Trips > than 1% of Allowable Volume)

Seg. No.	Type	Description	Start/End	Segment Within 1 Mile Radius	Allowable Volume	1% Allowable Volume	New Project Trips (2)	New Trips >1% of Allowable Volume
6	PD	SR 10 (US 90)	Santa Rosa Co/Woodbine Rd.	Yes	3230	32	3 PM PH	No
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	Yes	2090	21	6 PM PH	No
8	PD	SR 10 (US 90)	East Spencer Field Rd/Bell Ln	No	2390	24	2 PM PH	No
9	PD	SR 10 (US 90)	Bell Ln/Avalon Blvd.	No	2410	24	2 PM PH	No
10	PD	SR 10 (US 90)	Avalon Blvd./Parkmore Plaza	No	2400	24	1 PM PH	No
11	PD	SR 10 (US 90)	Parkmore Plaza/SR 87	No	2370	24	1 PM PH	No
37	PD	SR 281(Avalon Blvd.)	Mulat Rd./US 90	No	1210	12	1 PM PH	No
43	AA	CR 191B/281B	CR 197A/SR 281Avalon	No	10000	100	14 DT	No
44	AA	CR 197(Floridatown)	US 90/Diamond Rd.	Yes	10000	100	14 DT	No
45	AA	CR 197 (Chumuckla Hwy)	SR 10/CR 184	Yes	14600	146	27 DT	No
47	PD	CR 197A (Woodbine Rd)	US 90/Guernsey Road	Yes	1370	14	2 PH PH	No
49	AA	CR 197A(Bell Lane)	US 90/CR 191B Sterling)	No	14600	146	14 DT	No
64	AA	East Spencer Field Rd	US 90/North Spencer Field	No	14600	146	14 DT	No
65	AA	West Spencer Field Rd.	US 90/Berryhill Rd	No	14600	146	14 DT	No

⁽¹⁾ Columns 1-4 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix.

⁽²⁾ PM PH is PM Peak Hour New Trips and DT are Daily New Trips.

According to the results of Table 2, nine roadway segments do not fit Santa Rosa County criteria for impacted segments. The segments' new trip volumes are less than the 1% allowable volume and they are located outside of the 1-mile radius

Determination of Current and Future Estimated Traffic Impacts

Table 3 summarizes the daily and pm peak hour project trips for each roadway segment and also combines the project trips with current year traffic count and committed trips. This information provides the baseline condition for each of the potentially impacted roadway segments for Scenario 2. Scenario 2 is the maximum density for proposed future land use and zoning.

Table 3 – Current Traffic Impacts

Seg. No.	Type	Description	Start/End	Allowable Volume	Existing Traffic	Committed Trips	New Project Trips (2)	Total Trips (3)	Avail. Trips (4)	Segment Status (5)
6	PD	SR 10 (US 90)	Santa Rosa Co/Woodbine Rd.	3230	2180	112.00	3 PM PH	2295	935.00	Yes
7	PD	SR 10 (US 90)	Woodbine Rd/East Spencer Field Rd	2090	1412	433.00	6 PM PH	1851	239.00	Yes
44	AA	CR 197(Floridatown)	US 90/Diamond Rd.	10000	3600	147.00	14 DT	3761	6239.00	Yes
45	AA	CR 197 (Chumuckla Hwy)	SR 10/CR 184	14600	8532	4197.00	27 DT	12756	1844.00	Yes
47	PD	CR 197A (Woodbine Rd)	US 90/Guernsey Road	1370	943	302.00	2 PM PH	1247	123.00	Yes

(1) Columns 1-7 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix. AA – Average Annual, PD – Peak Daily

(2) PM PH is PM Peak Hour New Trips and DT are Daily New Trips

(3) Total trips are the sum of Existing traffic count, Committed and New Project Trips.

(4) Avail Trips (available trips) equals Allowable Volume minus Total Trips.

(5) Segment status Yes – sufficient trips No-insufficient available trips

Table 4 depicts the future capacity conditions associated with the planning years 2010 and 2020. The project traffic was combined with the Years 2010 and 2020 background traffic volumes and compared against the roadway capacities to determine the level of service for the Years 2010 and 2020 traffic conditions. The updated Year 2010 and 2020 AADT is labeled *Revised 2010* and *Revised 2020* AADT.

Table 4 – 2010 & 2020 Traffic Impacts

Seg. No.	Description	Start/End	Adopted Service Vol.	2010 AADT	2020 AADT	Project Trips (AADT) (3)	Revised 2010 AADT ⁽⁴⁾	Revised 2020 AADT ⁽⁴⁾	Segment Status (5)
6	PD	SR 10 (US 90)	35,700	45,100	55,000	82	45,182	55,082	No
7	PD	SR 10 (US 90)	35,700	41,600	50,700	150	41,750	50,850	No
44	AA	CR 197(Floridatown)	14,600	10,600	13,200	14	10,614	13,214	Yes
45	AA	CR 197 (Chumuckla Hwy)	14,600	6,600	8,000	27	6,627	8,027	Yes
47	PD	CR 197A (Woodbine Rd)	14,600	14,200	17,300	41	14,241	17,341	No

⁽¹⁾ Columns 1-3 were obtained from the Santa Rosa County Road Segment Data (dated August 2007). See Appendix .

⁽²⁾ Columns 4-6 were obtained from the Santa Rosa County Transportation Element Supporting Documentation See Appendix.

⁽³⁾ Project Trips – developed from Trip Distribution worksheets. See Appendix B.

⁽⁴⁾ Revised AADT equals 2010 AADT or 2020 AADT plus Project Trips AADT

⁽⁵⁾ Segment status Yes – sufficient trips No-insufficient available trips

2010 and 2020 AADT and adopted volumes were provided by the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Current 2010 and 2020 AADTs were obtained from the Santa Rosa Comprehensive Plan Foundation Documentation. See Appendix. Revised AADT's were calculated by adding the project trips per segments to the provided 2010 and 2020 AADT.

Assessment of Traffic Impacts

EPR conducted an analysis to evaluate the daily traffic volumes for the study roadway segments. The project traffic combined with the planning period Years 2010 and 2020 background traffic volumes were compared against the roadway capacities to determine the traffic impacts of a proposed FLUM amendment.

Table 3 summarized the current capacity conditions for all proposed impacted segments. As shown in Table 3, no segments exceed capacity under current conditions. Table 4 summarizes the future capacity conditions associated with the planning period traffic conditions. As shown in Table 4, analyses indicated there are no segments exceeding capacity except the two segments for US 90 from the Santa Rosa County Line to East Spencer Rd. and Woodbine Road.

Conclusions & Recommendations

Based on the aforementioned documentation and technical analysis, it has been demonstrated that none of the impacted roadway segments will exhibit adverse traffic conditions in the 2010 and 2020 planning periods except for US 90 from the Santa Rosa County Line to East Spencer Rd and Woodbine Road. However, as documented in Table 4 and in the Santa Rosa

County Comprehensive Plan Foundation Documentation, the US 90 segment, from the Santa Rosa County Line to East Spencer Field Rd. and Woodbine Road., will exceed the adopted level of service through the planning period without the inclusion of proposed project's future land used amendment or rezoning.

In an effort to increase capacity and improve the level of service on US 90, Santa Rosa County commissioned a corridor study for the US 90 corridor and through the Florida-Alabama Transportation Planning Organization (FL-AL TPO) established box funds to allow corridor improvements along US 90 to be funded from 2006 through 2011. The Florida Department of Transportation (FDOT) has placed the US 90 Corridor Management Improvement project in the work program for year 2006 through 2010. Corridor limits are from SR 87 to the Escambia County Line. See Appendix E.

In addition to the work program, the FL-AL TPO has also includes the six-laning US 90 from Avalon to SR 89 on its project priorities for fiscal year 2007-2011. This project was placed in section B as a number 9 priority. This project includes six-laning the existing facility and adding pedestrian/bicycle facilities. Currently design is being held at 90%. See Appendix E.

Santa Rosa County has implemented a new impact fee ordinance. Beginning January 1, 2006, all new development will be required to pay transportation impact fees which will be applied toward the cost of construction for new roadway capacity projects. The amount of fee is determined by the on the type and location of development. Impact fees may be paid in full or may be paid in installments, as an assessment on the property tax bill. For most developments, impact fees will be due at the time of building permit approval. The only exception is for new subdivision development, which requires the fee to be paid at the time of final plat approval.

APPENDIX

Scenario 1 Abrams Development
Summary of Trip Generation Calculation
For 1 Dwelling Units of Single Family Detached Housing
August 21, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	15.03	0.00	1.00	15
7-9 AM Peak Hour Enter	2.53	0.00	1.00	3
7-9 AM Peak Hour Exit	7.60	0.00	1.00	8
7-9 AM Peak Hour Total	10.13	0.00	1.00	10
4-6 PM Peak Hour Enter	1.07	0.00	1.00	1
4-6 PM Peak Hour Exit	0.63	0.00	1.00	1
4-6 PM Peak Hour Total	1.70	0.00	1.00	2
Saturday 2-Way Volume	13.87	0.00	1.00	14
Saturday Peak Hour Enter	6.38	0.00	1.00	6
Saturday Peak Hour Exit	5.44	0.00	1.00	5
Saturday Peak Hour Total	11.82	0.00	1.00	12

Note: A zero indicates no data available.

The above rates were calculated from these equations:

24-Hr. 2-Way Volume:	$LN(T) = .92LN(X) + 2.71, R^2 = 0.96$
7-9 AM Peak Hr. Total:	$T = .7(X) + 9.43$
	$R^2 = 0.89, 0.25 \text{ Enter, } 0.75 \text{ Exit}$
4-6 PM Peak Hr. Total:	$LN(T) = .9LN(X) + .53$
	$R^2 = 0.91, 0.63 \text{ Enter, } 0.37 \text{ Exit}$
AM Gen Pk Hr. Total:	$T = .7(X) + 12.05$
	$R^2 = 0.89, 0.26 \text{ Enter, } 0.74 \text{ Exit}$
PM Gen Pk Hr. Total:	$LN(T) = .89LN(X) + .61$
	$R^2 = 0.91, 0.64 \text{ Enter, } 0.36 \text{ Exit}$
Sat. 2-Way Volume:	$LN(T) = .94LN(X) + 2.63, R^2 = 0.93$
Sat. Pk Hr. Total:	$T = .89(X) + 10.93$
	$R^2 = 0.9, 0.54 \text{ Enter, } 0.46 \text{ Exit}$
Sun. 2-Way Volume:	$T = 8.83(X) + -9.76, R^2 = 0.94$
Sun. Pk Hr. Total:	$LN(T) = .89LN(X) + .44$
	$R^2 = 0.88, 0.53 \text{ Enter, } 0.47 \text{ Exit}$

Source: Institute of Transportation Engineers
Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS

Scenario 2 Abrams Development
 Summary of Trip Generation Calculation
 For 14 T.G.L.A. of Specialty Retail Center
 August 21, 2007

	Average Rate	Standard Deviation	Adjustment Factor	Driveway Volume
Avg. Weekday 2-Way Volume	44.32	15.52	1.00	620
7-9 AM Peak Hour Enter	0.00	0.00	1.00	0
7-9 AM Peak Hour Exit	0.00	0.00	1.00	0
7-9 AM Peak Hour Total	0.00	0.00	1.00	0
4-6 PM Peak Hour Enter	1.19	0.00	1.00	17
4-6 PM Peak Hour Exit	1.52	0.00	1.00	21
4-6 PM Peak Hour Total	2.71	1.83	1.00	38
Saturday 2-Way Volume	42.04	13.97	1.00	589
Saturday Peak Hour Enter	0.00	0.00	1.00	0
Saturday Peak Hour Exit	0.00	0.00	1.00	0
Saturday Peak Hour Total	0.00	0.00	1.00	0

Note: A zero indicates no data available.
 Source: Institute of Transportation Engineers
 Trip Generation, 7th Edition, 2003.

TRIP GENERATION BY MICROTRANS



For Office Use Only

Site Plan/Subdivision Number: _____

- | | |
|-----------------------------------|-------|
| <input type="checkbox"/> Fee | \$250 |
| <input type="checkbox"/> Approved | _____ |
| <input type="checkbox"/> Revise | _____ |
| <input type="checkbox"/> Failed | _____ |
| <input type="checkbox"/> Vested | _____ |

Schedule B*: Initial Test for Traffic Concurrency Roadway Impact Analysis Worksheet

**(to be used for projects affecting US98, US90, Avalon Boulevard and Woodbine Road)*

Project Name: Abrams Development

Parcel Identification Number: 23-1N-29-1240-00900-0050

Project Description: 13,765 sq. foot specialty retail

Worksheet Prepared by: Bonita Player, PE Date: 8/20/07

A. GENERAL REQUIREMENTS

Check all that apply:

- ☐ The proposed project involves combined land and water area (including submerged land leased area) exceeding three (3) acres, but is not a single family home or residential duplex.
- ☐ The proposed project is a residential development including ten (10) or more dwelling units
- ☒ The proposed project involves more than 1500 square feet of non-residential floor space
- ☐ The development, in aggregate with other requests for a development order (permit), exceeds any of the above limits
- ☐ Existing Levels of Service on the affected roadways are at Level of Service E or lower

If any of the above conditions apply to the proposed project, then the applicant must demonstrate that the development meets traffic concurrency (proceed to Section B).

B. TRIP GENERATION (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Specialty Retail – 814

Page #: _____

Independent Variable:	<u>TH. GR. Sq. Ft.</u>	
Size of Independent Variable:	<u>13.7</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic:	<u>2.71</u>	[B]
Number of Trips (A x B):	<u>38</u>	[C]
New Trip Percentage:	<u>88%</u>	[D]
Total New Two-Direction Driveway Trips (C x D):	<u>33</u>	[E]
Driveway Distribution Percentage (entering / exiting):	<u>55%</u>	[F]
Driveway Entering OR Exiting Trips (E x F):	<u>18.19</u>	[G]
Directional Distribution Factor:	<u>.569</u>	[H]
Total New Peak Hour Peak Direction Trips:	<u>10</u>	[I]

C. AREA OF IMPACT- Attach a map illustrating the area of impact

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

(Section C continued on page 3)

B. TRIP GENERATION (Use the latest edition of Trip Generation from ITE and the capture rates from the Santa Rosa County Land Development Code Table 5.06.02)

ITE Land Use Description and Numerical Code: Single Family Detached – 210

Page #: _____

Independent Variable: Dwelling Unit

Size of Independent Variable:	<u>1</u>	[A]
Average Rate for PM Peak Hour of Adjacent Street Traffic:	<u>1.13</u>	[B]
Number of Trips (A x B):	<u>2</u>	[C]
New Trip Percentage:	<u>88%</u>	[D]
Total New Two-Direction Driveway Trips (C x D):	<u>1.76</u>	[E]
Driveway Distribution Percentage (entering / exiting):	<u>55%</u>	[F]
Driveway Entering OR Exiting Trips (E x F):	<u>.968</u>	[G]
Directional Distribution Factor:	<u>.569</u>	[H]
Total New Peak Hour Peak Direction Trips:	<u>.55</u>	[I]

C. AREA OF IMPACT- Attach a map illustrating the area of impact

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [I] above) must be compared to the table in section 5.06.03. Since the numbers of trips in this table are given in daily trip numbers and the calculations above are in peak hour, peak direction trip numbers, please refer to the table below to determine the area of impact for the proposed project. This table reflects conversion of the daily trips in Section 5.06.03 to peak hour trips based on average traffic factors (K and D).

Total New Trips (peak hour, peak direction)	Area of Impact to be Analyzed
Less than 30 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
30-80 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 80 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

(Section C continued on page 3)

C. AREA OF IMPACT (CONTINUED)

B. TRIP GENERATION *(Use the latest edition of Trip Generation from ITE)*ITE Land Use Description and Numerical Code: Specialty Retail – 814

Page #: _____

Independent Variable: TH. GR. Sq. Ft.Size of Independent Variable: 13.7 [A]Average Rate for Weekday: 44.32 [B]Number of Trips (A x B): 620 [C]New Trip Percentage: 88% [D]Total New Driveway Trips (C x D): 545 [E]Driveway Distribution Percentage (entering / exiting):50 [F]Total New Trips (E x F): 272 [G]**C. AREA OF IMPACT- Attach a map illustrating the area of impact**

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

B. TRIP GENERATION *(Use the latest edition of Trip Generation from ITE)*

ITE Land Use Description and Numerical Code: Single Family Detached Housing– 210

Page #: _____

Independent Variable: Dwelling Units

Size of Independent Variable: 1 [A]

Average Rate for Weekday: $\ln(T) = 0.92 \ln(X) + 2.71$ [B]

Number of Trips (A x B): 15 [C]

New Trip Percentage: 88% [D]

Total New Driveway Trips (C x D): 13 [E]

Driveway Distribution Percentage (entering / exiting):50 [F]

Total New Trips (E x F): 7 [G]

C. AREA OF IMPACT- *Attach a map illustrating the area of impact*

To determine the area (radius) of impact using Section 5.06.03(B) of the Santa Rosa County Land Development Code, the number of Total New Trips (Line [G] above) must be compared to the table in Section 5.06.03, which is reproduced below.

Total New Trips	Area of Impact to be Analyzed
Less than 500 total new trips	One mile or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
500-1500 total new trips	Two miles, or to all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.
More than 1500 new trips	To all roadway links where the total new trips are equal to or greater than 1% of the maximum service volume at the adopted LOS standard, whichever is greater.

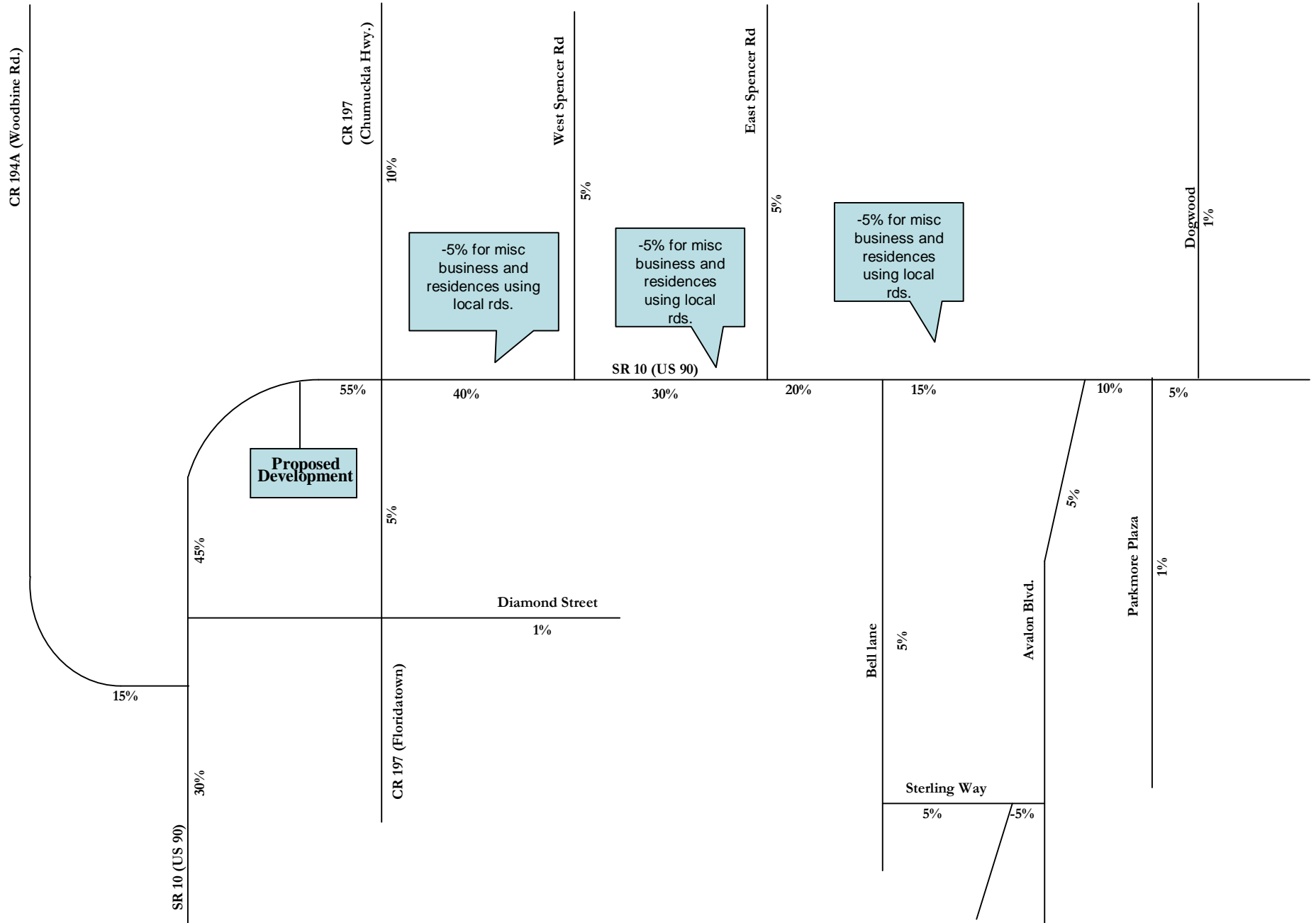
ROADWAY SEGMENT(S): *List the impacted roadway segments; a list of monitored segments is provided with this application, See Attachment #2.*

SANTA ROSA COUNTY ROAD SEGMENT DATA (EFFECTIVE AUGUST 1, 2007)

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
1	SR4	ESCAMBIA COUNTY LINE	CR399	AA	8200	5100	0	5100	3000
2	SR4	CR399	OKALOOSA COUNTY LINE	AA	8200	1900	0	1900	5970
3	SR8 (I-10)	ESCAMBIA COUNTY LINE	SR281	AA	49200	36500	131	36631	12700
4	SR8 (I-10)	SR281	SR87	AA	46900	26000	2153	28153	16729
5	SR8(I-10)	SR87	OKALOOSA COUNTY LINE	AA	32300	25500	729	26229	9569
6	SR10 (US90)	SANTA ROSA COUNTY LINE	WOODBINE ROAD	PD	3230	2180	112	2292	938
7	SR10 (US90)	WOODBINE ROAD	EAST SPENCER FIELD ROAD	PD	2090	1412	433	1845	245
8	SR10 (US90)	EAST SPENCER FIELD ROAD	BELL LN	PD	2390	1348	432	1780	610
9	SR10 (US90)	BELL LN	SR 281 (AVALON BLVD)	PD	2410	1105	383	1488	922
10	SR10 (US90)	SR 281 (AVALON BLVD)	PARKMORE PLAZA ROAD	PD	2400	1514	156	1670	730
11	SR10 (US90)	PARKMORE PLAZA ROAD	SR 87 (STEWART ST)	PD	2370	1738	187	1925	445
12	SR10 (US90)	SR 87 (STEWART ST)	WARD BASIN ROAD	PD	980	695	110	805	175
13	SR 10 (US 90)	WARD BASIN RD	AIRPORT ROAD	PD	940	537	152	689	251
14	SR 10 (US 90)	AIRPORT ROAD	SR 87S	PD	940	469	111	580	360
15	SR 10 (US 90)	SR 87S	OKALOOSA COUNTY LINE	PD	690	208	143	351	339
19	SR30 (US98)	E. END OF NAVAL LIVE OAKS	COLLEGE PARKWAY	PD	2670	2029	86	2115	555
20	SR30 (US98)	COLLEGE PARKWAY	CR191B (SOUNDSIDE DRIVE)	PD	2550	1896	81	1977	573
21	SR30 (US98)	CR191B	SUNRISE	PD	2710	1063	260	1323	1387
22	SR30 (US98)	SUNRISE	NAVARRE SCHOOL ROAD	PD	2740	1521	149	1670	1070
23	SR 30 (US 98)	NAVARRE SCHOOL ROAD	PANHANDLE TRAIL	PD	2320	1565	243	1808	512
24	SR 30 (US 98)	PANHANDLE TRAIL	OKALOOSA COUNTY LINE	PD	2800	2143	192	2335	465
25	SR87N	SR10	SR89	AA	35700	18700	897	19597	16103
26	SR87N	SR89	WHITING FIELD ENTRANCE	AA	35700	12437	492	12929	22771
27	SR87N	WHITING FIELD ENTRANCE	ALABAMA STATE LINE	AA	16300	2500	74	2574	13726
28	SR87S	SR30 (US98)	EGLIN AFB SOUTHERN BOUNDARY	AA	35700	14100	1309	15409	20291
29	SR87S	EGLIN AFB SOUTHERN BOUNDARY	SR10 (US90)	AA	34700	7450	2677	10127	24573
30	SR89N	US90	HAMILTON BRIDGE ROAD	AA	34500	19400	35	19435	15065
31	SR89N	HAMILTON BRIDGE ROAD	SR87	AA	35700	14800	262	15062	20638
32	SR89	ALABAMA STATE LINE	POLLARD ROAD (JAY CITY LIMITS)	AA	13000	2100	0	2100	10900
33	SR89	POLLARD ROAD	SHELL ROAD	AA	15000	2800	0	2800	12200
34	SR89	SHELL ROAD	SR87	AA	13000	2400	49	2449	10551
35	SR281 (AVALON BLVD)	US98	I-10	AA	16400	6300	407	6707	9693
36	SR281 (AVALON BLVD)	I-10	MULAT ROAD	PD	1210	1083	183	1266	(56)
37	SR281 (AVALON BLVD)	MULAT ROAD	US 90	PD	1210	894	250	1144	66
38	SR399 (Navarre Beach Bridge)	SR30 (US98)	SOUTH TERMINUS OF BRIDGE	AA	16400	7800	116	7916	8484

Segment	Road Segment Name	FROM:	TO:	Type	Max Service Volume	Current Count	Committed Trips	Background Traffic	Remaining Capacity
39	CR89 (WARD BASIN ROAD)	US90	I-10	AA	14600	6900	354	7254	7346
40	CR184 (HICKORY HAMMOCK ROAD)	SR87	CR89	AA	14600	2844	481	3325	11275
41	CR184A BERRYHILL ROAD	CR197	SR89 (Dogwood)	AA	16500	9310	7007	16317	183
42	CR191 MUNSON HIGHWAY	SR87	CR87A (EAST GATE ROAD)	AA	13600	4300	0	4300	9300
43	CR191B/281B (STERLING WAY)	CR197A	SR281 AVALON BOULEVARD	AA	10000	3600	1335	4935	5065
44	CR197 (FLORIDATOWN ROAD)	US90	DIAMOND ROAD	AA	10000	3600	147	3747	6253
45	CR197 (CHUMUCKLA HIGHWAY)	SR10 (US90)	CR184 (QUINTETTE ROAD)	AA	14600	8532	4197	12729	1871
46	CR197 (CHUMUCKLA HIGHWAY)	CR184	CR191	AA	13600	5800	2050	7850	5750
47	CR197A (WOODBINE ROAD)	US90	Guernsey Road	PD	1370	943	302	1245	125
48	CR 197A (WOODBINE ROAD)	GUERNSEY ROAD	CR197	PD	1370	763	346	1109	261
49	CR197A (BELL LANE)	US90	CR191B (STERLING WAY)	AA	14600	6200	3546	9746	4854
50	CR399 (NVARRE BEACH)	SOUTH TERMINUS OF BRIDGE	ESCAMBIA COUNTY LINE	AA	14600	7800	679	8479	6121
51	CR399 (EAST BAY BOULEVARD)	SR30 (US98)	SR87	AA	14600	9500	1811	11311	3289
52	CR87 (LANGLEY STREET)	SR87	WHITING FIELD MAIN GATE	AA	10000	5500	0	5500	4500
53	CR89 (WARD BASIN ROAD)	SOUTH TERMINUS	I-10	AA	9400	4500	216	4716	4684
54	CR182 (ALLENTOWN ROAD/SCHOOL ROAD)	CHUMUCKLA HIGHWAY	SR89	AA	10700	800	0	800	9900
55	CR182 (ALLENTOWN ROAD)	SR89	SR87	AA	10700	500	0	500	10200
56	CR184 (QUINTETTE ROAD)	CHUMUCKLA HIGHWAY	ESCAMBIA RIVER	AA	14600	3884	7026	10910	3690
57	CR191 (GARCON POINT ROAD)	SR281 (AVALON BLVD)	SR8 (I-10)	AA	13600	2100	1176	3276	10324
58	CR191 (GARCON POINT ROAD)	SR8 (1-10)	BAGDAD	AA	14600	6200	1708	7908	6692
59	CR191 (MUNSON HIGHWAY)	CR87A	SR4	AA	10900	1300	11	1311	9589
60	CR191 (WILLARD NORRIS ROAD)	CHUMUCKLA HIGHWAY	SR87	AA	14600	7700	1724	9424	5176
61	CR191A (ORIOLE BEACH ROAD)	US98	SOUTH TERMINUS	AA	10900	3200	524	3724	7176
62	CR191A (OLD BAGDAD HIGHWAY)	US90	CR191	AA	10900	2800	1198	3998	6902
63	CR191B (SOUNDSIDE DRIVE)	US98	EAST TERMINUS	AA	10900	900	329	1229	9671
64	EAST SPENCER FIELD ROAD	US90	NORTH SPENCER FIELD ROAD	AA	14600	9176	1814	10990	3610
65	WEST SPENCER FIELD ROAD	US90	BERRYHILL ROAD	AA	14600	7853	2740	10593	4007
66	PINE BLOSSOM ROAD	WILLARD NORRIS ROAD	SR89	AA	14600	3371	15	3386	11214
67	GLOVER LANE	US90	BERRYHILL ROAD	AA	14600	9753	241	9994	4606
68	BAY STREET	CR191A	EAST TERMINUS	AA	10900	600	33	633	10267
69	GONDOLIER BOULEVARD	US98	SOUTH TERMINUS	AA	10900	3800	2	3802	7098
70	MULAT ROAD	SR281	CR191B	AA	10000	1812	273	2085	7915
71	HAMILTON BRIDGE ROAD	EAST SPENCER FIELD ROAD	MILTON CITY LIMITS	AA	14600	4400	858	5258	9342

Trip Distribution Percentage



**Table 1A:
Roadways Under State Jurisdiction and Maintenance Responsibility**

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
1	SR 4	Escambia County Line to CR 399	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3300 (B)	3500 (B)	3600 (B)	3900 (B)
2	SR 4	CR 399 to Okaloosa County Line	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	1400 (A)	1500 (A)	1700 (A)	2000 (A)
3	SR 8 (I-10)	Escambia County Line to SR 281 (Avalon Blvd.) <u>FIHS Facility</u>	Principal Arterial	4	Divided	Urban	C (52,000)	44,500 (C)	50,900 (C)	59,500 (D)	76,800 (F)
4	SR 8 (I-10)	SR 281 (Avalon Blvd.) to SR 87 <u>FIHS Facility</u>	Principal Arterial	4	Divided	Transitioning	C (52,500)	27,600 (B)	30,900 (B)	36,400 (B)	47,500 (C)
5	SR 8 (I-10)	SR 87 to Okaloosa County Line <u>FIHS Facility</u>	Principal Arterial	4	Divided	Rural Undeveloped	B (35,300)	20,500 (A)	22,300 (B)	25,900 (B)	33,000 (B)
6	SR 10 (US 90)	Santa Rosa County Line to Woodbine Road	Minor Arterial	4	Divided	Urban	D (35,700)	35,500 (D)	40,200 (F)	45,100 (F)	55,000 (F)
7	SR 10 (US 90)	Woodbine Road to East Spencer Field Road	Minor Arterial	4	Divided	Urban	D (35,700)	34,800 (D)	37,700 (F)	41,600 (F)	50,700 (F)

TRAFFIC ELEMENT

for the

ABRAMS DEVELOPMENT **Rezoning/ Large Scale Plan Amendment**

Prepared for:

Abrams Group Construction, LLC

3210 Saint Andrews Drive

Pace, FL. 32571

Prepared by:



PENSACOLA, FL 32514

August 2007

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
8	SR 10 (US 90)	East Spencer Field Road to SR 281 (Avalon Blvd.)	Minor Arterial	4	Divided	Urban	D (35,700)	26,800 (B)	30,700 (C)	34,100 (D)	40,800 (F)
9	SR 10 (US 90)	SR 281 (Avalon Blvd.) to Parkmore Plaza Rd	Minor Arterial	4	Undivided	Urban	D (35,700)	38,400 (F)	41,600 (F)	45,900 (C)	56,000 (F)
US90 to be six-laned by 2010				6	Divided		(53,500)				
10	SR 10 (US 90)	Parkmore Plaza Road to SR 87 (Stewart Street)	Minor Arterial	2	Undivided	Urban	D (32,700)	29,500 (D)	32,300 (D)	33,500 (E)	35,700 (F)
11	SR 10 (US 90)	SR 87 (Stewart Street) to Ward Basin Road	Minor Arterial	2	Undivided	Urban	D (16,400)	15,000 (D)	16,800 (E)	18,100 (F)	20,700 (F)
12	SR 10 (US 90)	Ward Basin Road to Airport Road	Minor Arterial	2	Undivided	Urban	D (16,400)	11,500 (C)	13,100 (C)	14,700 (D)	18,000 (F)
13	SR 10 (US 90)	Airport Road to SR87S	Principal Arterial	2	Undivided	Transitioning	D (15,500)	9200 (C)	10,400 (C)	11,900 (C)	14,800 (D)
14	SR 10 (US 90)	SR87S to Okaloosa County Line	Principal Arterial	2	Undivided	Rural Undeveloped	D (13,800)	3200 (B)	3500 (B)	4000 (B)	5000 (B)
15	SR 30 (US 98)	Escambia County Line to Fairpoint Road	Principal Arterial	6	Divided	Urban	D (53,500)	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>	<i>City of Gulf Breeze</i>

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
30	SR 89N	Hamilton Bridge Road to SR 87	Minor Arterial	4	Divided	Urban	E (35,700)	10,500 (B)	11,500 (B)	11,800 (B)	12,500 (B)
31	SR 89	Alabama State Line to Pollard Road	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	1700 (A)	1800 (A)	2000 (A)	2500 (A)
32	SR 89	Pollard Road to Shell Road (Jay City Limits)	Minor Arterial	2	Undivided	Rural Developed	D (17,300)	2600 (B)	3000 (B)	3400 (B)	4100 (B)
33	SR 89	Shell Road to SR 87	Minor Arterial	2	Undivided	Rural Undeveloped	D (13,800)	2000 (A)	2200 (A)	2400 (A)	2900 (A)
34	SR281 (Avalon Blvd)	US98 to SR8 (I-10)		2	Undivided	Transitioning	D (15,500)	5100 (C)	5500 (C)	6800 (C)	9400 (C)
35	SR 281 (Avalon Road)	SR 8 (I-10) to Mulat Road	Minor Arterial	2	Undivided	Urban	D (16,400)	16,700 (E)	20,100 (F)	23,100	29,300
SR281 to be four-laned by 2010				4	Divided		35,700			(B)	(B)
36	SR 281	Mulat Road to US90				Urban	(16,400)	17,500 (F)	20,100 (F)	22,400	27,000
SR281 to be four-laned by 2010				4	Divided		35,700			(B)	(B)
37	SR 399	SR 30 (US 98) to CR399	Urban Collector	2	Undivided	Urban	E (16,400)	6100 (B)	6800 (B)	7400 (B)	8600 (B)

**Table 1B:
Roadways Under County Jurisdiction and Maintenance Responsibility**

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
38	CR 89 (Ward Basin Rd)	US 90 to I-10	Minor Arterial	2	Undivided	Urban	D (14,600)	4400 (C)	5800 (C)	6400 (C)	7700 (C)
39	CR 184 (Hickory Hammock Road)	SR 87 to CR 89	Minor Collector	2	Undivided	Urban	D (14,600)	2600 (C)	2800 (C)	3100 (C)	3800 (C)
40	CR 184A (Berryhill Road)	CR 197 to SR 89	Minor Collector Urban Collector	2	Undivided	Urban	D (14,600)	8300 (C)	9400 (C)	9500 (C)	9800 (C)
41	CR 191 (Munson Highway)	SR 87 to CR 87A (East Gate Road)	Urban Collector Major Collector	2	Undivided	Urban	D (14,600)	4600 (C)	4700 (C)	5000 (C)	5700 (C)
42	CR 191B/281B (Sterling Way)	CR 197A to Avalon Boulevard		2	Undivided	Urban	D (14,600)	4300 (C)	4700 (C)	5100 (C)	6300 (C)
43	CR 197 (Floridatown Road)	US 90 to Diamond Road		2	Undivided	Urban	D (14,600)	2300 (C)	2500 (C)	2700 (C)	3400 (C)

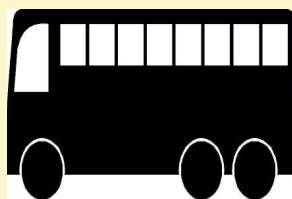
Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
44	CR 197 (Chumuckla Hwy)	US 90 to CR 184 (Quinette Road)	Minor Arterial	2	Undivided	Urban	D (14,600)	8300 (C)	9300 (D)	10,600 (D)	13,200 (D)
45	CR 197 (Chumuckla Hwy)	CR 184 to CR 191	Minor Collector	2	Undivided	Urban	D (14,600)	5500 (C)	5900 (C)	6600 (C)	8000 (C)
46	CR 197A (Woodbine Road)	US 90 to Guernsey Road	Urban Collector	2	Undivided	Urban	D (14,600)	13,500 (D)	19,000 (F)	22,800 (F)	30,300 (F)
47	CR 197A (Woodbine Road)	Guernsey Road to CR197	Urban Collector	2	Undivided	Urban	D (14,600)	11,900 (D)	12,900 (D)	14,200 (D)	17,300 (F)
48	CR 197A (Bell Lane)	US 90 to CR 191B	Urban Collector	2	Undivided	Urban	D (14,600)	4700 (C)	6600 (C)	8700 (C)	12,900 (C)
49	CR 399	South Approach of Navarre Beach Bridge to Escambia County Line	Major Collector	2	Undivided	Transitioning	D (18,200)	6100 (B)	6800 (B)	7400 (C)	8600 (C)

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
57	CR 191 (Garcon Point Road)	1-10 to Bagdad	Collector	2	Undivided	Urban	D (14,600)	4900 (C)	5500 (C)	6200 (C)	7700 (C)
58	CR 191 (Munson Highway)	SR87A to Coldwater Creek	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
59	CR 191 (Willard Norris Rd.)	Chumuckla Hwy. to SR 87	Collector	2	Undivided	Urban	D (14,600)	7600 (C)	8400 (C)	9700 (D)	12,400 (D)
60	CR 191A (Oriole Beach Rd.)	US 98 to South End	Collector	2	Undivided	Urban	D (14,600)	3300 (C)	3600 (C)	3900 (C)	4800 (C)
61	CR 191A (Old Bagdad Hyw.)	US 90 to Bagdad	Collector	2	Undivided	Urban	D (14,600)	2100 (C)	2300 (C)	2500 (C)	3100 (C)
62	CR 191B (Soundside Dr.)	US 98 to East End	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
63	East Spencer Field Rd	US 90 to North Spencer Field Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count

Ref. #	Road Name	From/To	Functional Classification	No. Of Lanes	Facility Type	LOS Area	Adopted LOS Std. & (Max Service Vol.)	2001 AADT & (LOS)	2005 AADT & (LOS)	2010 AADT & (LOS)	2020 AADT & (LOS)
64	West Spencer Field Rd.	US 90 to Berryhill Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
65	Pine Blossom Road	Willard Norris Road to SR 89	Collector	2	Undivided	Rural Developed	D (17,300)	No Count	No Count	No Count	No Count
66	Glover Lane	US 90 to Berryhill Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
67	Bay Street	CR 191A to East End	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
68	Gondolier Blvd.	Entrance to Villa Venyce	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
69	Mulat Road	SR 181 to CR 191B	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count
70	Hamilton Bridge Road	East Spencer Field to Berryhill Road	Collector	2	Undivided	Urban	D (14,600)	No Count	No Count	No Count	No Count

FLORIDA—ALABAMA

TRANSPORTATION PLANNING ORGANIZATION



Adopted:
September 14, 2005

Amended:

*Project
Priorities
FY 2007-2011*

Florida - Alabama TPO: Major Project Priorities

Section A: Major Projects Scheduled for Construction
(TPO Committed Projects Not Subject to Priority Ranking)

TPO Priority	Project Name	Project Description	Project Justification	State Project Number	Fiscal Year 2006 Project Phase Status and Cost	
Committed Project	I-110/Brent Lane/Airport Boulevard Interchanges	Modify interchange at Brent Ln. to work in combination with the new interchange at Airport Blvd. Funds are boxed under #2186931 for future construction. SIS Facility.	TPO 2025 Plan Update, SIS and Emerging SIS Cost Feasible Plan, Stage 2 Project, Interstate Master Plan, and Level of Service deficiencies	2224691	PD&E	Complete
					Design	Complete
					Right-Of-Way	Underway
					Construction	FY 2007
TPO Priority	Project Name	Project Description	Project Justification	State Project Number	Fiscal Year 2006 Project Phase Status and Cost	
Committed Project	SR 281 (Avalon Boulevard) from north of the CSX Railroad to SR 10 (US 90)	Four lane with appropriate bicycle pedestrian features.	TPO 2025 Plan Update, Cost Feasible Plan, Stage 2 Project, and Level of Service deficiency	2204123	PD&E	Complete
					Design	Complete
					Right-Of-Way	Underway
					Construction	FY 2009

FLORIDA—ALABAMA TRANSPORTATION PLANNING ORGANIZATION

MAJOR PROJECT PRIORITIES

Section B: To Be Funded Based on
Forecast of Revenues or by
Strategic Intermodal System
(SIS)

Section C: To Be Funded by Alternative
Funds or Special Appropriation

Sections D-F: Not Used

Section G: Bicycle/Pedestrian
Priorities To Be Funded with
Set Aside

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
01.A	Corridor Management Improvement Projects for US 90 in Santa Rosa County, from the Escambia County line to SR 87 south	Box \$750,000 annually for US 90 Corridor Management Improvements	US 90 Corridor Management Team Study/TPO 2025 Cost Feasible Plan/Forecasted Revenues	4097921	Construction	FY 2006	\$751,035
					Construction	FY 2007	\$751,069
					Construction	FY 2008	\$751,000
					Construction	FY 2009	\$751,000
					Construction	FY 2010	\$750,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
01.B	Corridor Management Improvement Projects for US 98 in Santa Rosa County	Box \$750,000 annually for US 98 Corridor Management Improvements	US 98 Corridor Management Team Study/TPO 2025 Cost Feasible Plan/Forecasted Revenues	4097922	Construction	FY 2006	\$751,035
					Construction	FY 2007	\$751,069
					Construction	FY 2008	\$751,000
					Construction	FY 2009	\$751,000
					Construction	FY 2010	\$750,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
02	Public Transportation Project Fund Box (1% or approximately \$125,000)	Improve the existing Escambia County Area Transit (ECAT) Service, as identified in the TPO's 2020 Cost Feasible Plan	TPO 2025 Plan Update, Cost Feasible Plan/Forecasted Revenues	4097931	Operations	FY 2006	\$125,000
					Operations	FY 2007	\$125,000
					Operations	FY 2008	\$125,000
					Operations	FY 2009	\$125,000
					Operations	FY 2010	\$125,000

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
03	Bicycle and Pedestrian Project Annual Fund Box (1% or approximately \$125,000) for Escambia and Santa Rosa counties	Construct bicycle and pedestrian improvements as identified in the TPO's Bicycle/Pedestrian Plan. See Section G of the Major Projects for the listings.	TPO 2025 Plan Update, Cost Feasible Plan/Forecasted Revenues	4097951	Construction	FY 2006	\$125,000
					Construction	FY 2007	\$125,000
					Construction	FY 2008	\$125,000
					Construction	FY 2009	\$125,000
					Construction	FY 2010	\$125,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
04	Pedestrian Actuated Signals Fund Box (\$150,000) for Escambia and Santa Rosa counties	Install pedestrian actuated signal features at signalized intersections on congested corridors. Intersections will be prioritized for implementation by the BPAC.	Project identified by the Congestion Management System (CMS) Committee to improve pedestrian safety and increase traffic flow/Forecasted Revenues	4079381	Construction	FY 2006	\$182,160
					Construction	FY 2007	\$188,265
					Construction	FY 2008	\$194,535
					Construction	FY 2009	\$194,040
					Construction	FY 2010	\$176,850
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
05	Intelligent Transportation Systems (ITS) Fund Box (\$300,000) for Escambia and Santa Rosa counties	\$200,000 to be used by Escambia and Santa Rosa counties, in coordination with the cities of Pensacola, Gulf Breeze, and Milton, to establish a joint operations center. \$100,000 for maintenance of the Pensacola Bay Bridge ITS (TSM Priority #1)	Need for coordinated traffic signal operations in the urbanized area and to improve traffic operations on the bridge. Effectiveness of joint ops center funding to be evaluated after 3 years (FY 2006)/Forecasted Revenues	4125451	Construction	FY 2007	\$200,000
					Construction	FY 2008	\$200,000
					Construction	FY 2009	\$200,000
					Construction	FY 2010	\$200,000

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
06	SR 281 (Avalon Boulevard)	Four lane from I-10 to north of the CSX Railroad, with the appropriate bicycle and pedestrian considerations. ROW cost shown is for segments from I-10 to US 90. Northern segment funded for construction #2204123. Regional Facility	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	2204121	PD&E	Complete	
					Design	Underway	
					Right-Of-Way	FY 2006-2007	\$14,600,000
					Construction	Not Scheduled	\$22,840,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
07	US 98	Six lane from Bayshore Road to Portside Drive, with the appropriate bicycle and pedestrian considerations (3.645 miles). Regional Facility.	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	2204401	PD&E	Complete	
					Design	FY 2006	\$3,720,000
					Right-Of-Way	Not Scheduled	\$18,601,700
					Construction	Not Scheduled	\$12,136,389
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
08	SR 295 (Navy Boulevard/New Warrington Road)	Six lane from SR 292 (Gulf Beach Highway) to Jackson Street, with the appropriate bicycle and pedestrian considerations. Regional Facility.	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiencies/Forecasted Revenues	2186301	PD&E	Complete	
					Design	Not Scheduled	\$1,843,030
					Right-Of-Way	Not Scheduled	\$27,948,000
					Construction	Not Scheduled	\$13,032,000

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
09	US 90	Six lane from Avalon Blvd. to SR 89 with a transition from six to two lanes at SR 87. Project includes all appropriate bicycle and pedestrian considerations (2.321 miles). Regional Facility	TPO 2025 Plan Update, Cost Feasible Plan, and forecasted Level of Service deficiency/Forecasted Revenues	2204122	PD&E	Complete	
					Design	Held at 90%	
					Right-Of-Way	Not Scheduled	\$9,319,800
					Construction	Not Scheduled	\$17,060,090

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
10	US 90 (Nine Mile Road)	Four lane from Pine Forest Road to US 29, with the appropriate bicycle and pedestrian considerations (2.09 miles). Regional Facility.	TPO 2025 Plan Update, Cost Feasible Plan, and forecasted Level of Service deficiencies/Forecasted Revenues	2186051	PD&E	Complete	
					Design	Held at 90%	\$1,180,850
					Right-Of-Way	Not Scheduled	\$16,720,000
					Construction	Not Scheduled	\$8,360,000

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
11	SR 297 (Pine Forest Road)	Four lane from I-10 to CR 297A north of Nine Mile Road, with the appropriate bicycle and pedestrian considerations (.86 miles). Regional Facility.	TPO 2025 Plan Update, Cost Feasible Plan, and Level of Service deficiency/Forecasted Revenues	TBA	PD&E	Complete	
					Design	Not Scheduled	\$485,900
					Right-Of-Way	Not Scheduled	\$6,880,000
					Construction	Not Scheduled	\$3,440,000

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
12	SR 290 (Olive Road)	Four lane from SR 291 (Davis Highway) to US 90 (Scenic Highway), with the appropriate bicycle and pedestrian considerations (5.480 miles).	TPO 2025 Plan Update, Cost Feasible Plan, and forecasted Level of Service deficiencies/Forecasted Revenues	2184941	PD&E	Complete	
					Design	Complete	
					Right-Of-Way	Not Scheduled	\$38,201,100
					Construction	Not Scheduled	\$25,918,334

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
13	US 29 (Pensacola Boulevard)	Six lane from I-10 to Ten Mile Road with the appropriate bicycle and pedestrian considerations (1.908 miles). SIS Facility.	TPO 2025 Plan Update, and Level of Service deficiency/SIS	2186031	PD&E	Complete	
					Design	Not Scheduled	\$1,927,215
					Right-Of-Way	Not Scheduled	\$18,334,125
					Construction	Not Scheduled	\$16,867,395
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
14.A	I-10	Six lane from Davis Highway to Scenic Highway. SIS Facility.	TPO 2025 Plan Update, Interstate Master Plan, and Level of Service deficiencies/SIS	2224771	PD&E	See Note	
					Design	See Note	
					Right-Of-Way	Not Scheduled	
					Construction	Not Scheduled	\$58,000,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
14.B	I-10	Six lane from Scenic Highway to West End Escambia Bay Bridge. (.122 miles) SIS Facility	TPO 2025 Plan Update/SIS	TBA	PD&E	Underway	
					Design	Not Scheduled	\$68,930
					Right-Of-Way	Not Scheduled	\$524,600
					Construction	Not Scheduled	\$603,290
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
14.C	I-10	Six lane from East End of Escambia Bay Bridge to Avalon Boulevard. SIS Facility.	TPO 2025 Plan Update/SIS	4130622	PD&E	Complete	
					Design	FY 2009	\$13,952,830
					Right-Of-Way	Not Scheduled	\$10,100,700
					Construction	Not Scheduled	\$11,615,805

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
15	SR 87	Four lane from South Eglin AFB Boundary to CR184 (Hickory Hammock Road)	TPO 2025 Plan Update/SIS	2204424	PD&E	Complete	
					Design	FY 2006	\$10,128
					Right-Of-Way	FY 2007	\$11,378,292
					Construction	Not Scheduled	\$8,070,240
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
16	I-10 at US 29	Interchange ramp modification. SIS facility.	Part of the FDOT Interstate Master Plan, MPO 2020 Plan Update, Cost Feasible Plan, Stage 1 Project	2224761	Design	FY 2010	\$1,900,272
					Right-Of-Way	Not Scheduled	
					Construction	Not Scheduled	
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
17	I-110	Six lane from Maxwell Street to Cervantes Street. SIS Facility.	TPO 2025 Plan Update, Interstate Master Plan, and Level of Service deficiencies/SIS	TBA	PD&E	Not Scheduled	
					Design	Not Scheduled	\$574,605
					Right-Of-Way	Not Scheduled	\$5,466,375
					Construction	Not Scheduled	\$5,029,065
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
18	I-110	Six lane from Cervantes Street to Gregory/Chase Street (.71 miles). SIS Facility.	TPO 2025 Plan Update, Interstate Master Plan, and Level of Service deficiencies/SIS	TBA	PD&E	Not Scheduled	
					Design	Not Scheduled	\$838,460
					Right-Of-Way	Not Scheduled	\$7,976,500
					Construction	Not Scheduled	\$7,338,380

Florida - Alabama TPO: Major Project Priorities

Section B: To Be Funded Based on Forecast of Revenues or by Strategic Intermodal System (SIS)

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
19	I-110	Modify interchanges at Gregory and Chase Streets. SIS Facility.	TPO 2025 Plan Update, Cost Feasible Plan, Interstate Master Plan, and Level of Service deficiencies/SIS	TBA	PD&E	Not Scheduled	\$0
					Design	Not Scheduled	\$0
					Right-Of-Way	Not Scheduled	\$0
					Construction	Not Scheduled	\$0
							\$0
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
20	I-10/Ninth Avenue Interchange	Construct interchange. This project requires six laning of 9th Avenue south of the interchange. SIS Facility.	TPO 2025 Plan Update, Interstate Master Plan, and Level of Service deficiencies/SIS	2224751	PD&E	Complete	
					Design	Not Scheduled	\$3,180,000
					Right-Of-Way	Not Scheduled	\$26,500,000
					Construction	Not Scheduled	\$30,475,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status and Cost		
21	Regional Transit Network	Regional Transit Network from Escambia County to Walton County with a hub in Navarre	NWFL Regional TPO/Funding to be determined	TBA			

Florida - Alabama TPO: Major Project Priorities

Section C: To Be Funded by Alternative Funds or Special Appropriation

TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status		
01	SR 292 (Perdido Key Drive)/Sorrento Road to Blue Angel Parkway	Construct a second two lane bridge across the Intracoastal Waterway and four lane from the Alabama State Line to Blue Angel Pkwy. Regional Facility.	TPO 2025 Needs Plan, Level of Service deficiency/Tolls or Alternative Revenue	TBA	PD&E	Not Scheduled	\$1,395,000
					Design	Not Scheduled	\$2,627,250
					Right-Of-Way	Not Scheduled	
					Construction	Not Scheduled	\$21,390,000
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status		
02	US 98 (New Pensacola Bay Bridge) from Pensacola to the Gulf Breeze peninsula	This project is in addition to the existing bridge which is the subject of an FDOT PD&E Study (#4093341) for replacement. Regional Facility	TPO 2025 Needs Plan, and Level of Service deficiencies/Tolls or Alternative Revenue	TBA	PD&E	Not Scheduled	\$0
					Design	Not Scheduled	\$0
					Right-Of-Way	Not Scheduled	\$0
					Construction	Not Scheduled	\$0
							\$0
TPO Priority	Project Name	Project Description	Justification/Funding	State Project Number	Fiscal Year 2006 Project Phase Status		
03	I-10/I-65 Connector	Four lane freeway from I-10 in the Pensacola FL-AL Urbanized Area to I-65 in Alabama. The TPO supports all other efforts to improve evacuation routes from Escambia and Santa Rosa counties. Regional Facility.	Included in the TPO's 2025 Plan to provide an important link in the FL/AL regional transportation network by providing an evacuation route and enhancing the region's economic competitiveness/Congressional appropriation	2223751 (3752)	PD&E	Not Scheduled	\$0
					Design	Not Scheduled	\$0
					Right-Of-Way	Not Scheduled	\$0
					Construction	Not Scheduled	\$0
							\$0

Florida Department of Transportation Work Program

2008-2012 ADOPTED
Last Update: 8/21/2007 - 03:00 AM

District 3 - SANTA ROSA County

Category: **Highways**

Records: 1 to 25 of 32
**Transportation System
Description**

District	Length		Type of Work		Item	
	Fiscal Year:	2008	2009	2010	2011	2012
Category: Highways						
Non-intrastate Off State Highw CR 399 NAVARRE BEACH FROM CR 399 GULF BLVD TO SR 30 (US 98)	03 - Santa Rosa County	1.37 Miles	Bike Path/trail			418983-1
Construction		\$270,044				
Non-intrastate Off State Highw DA LISA ROAD CSXT #339762V R/R CROSSING	03 - Santa Rosa County	0 Miles	Railroad Signal			414150-1
Construction Support		\$2,000				
Intrastate Toll GARCON POINT BRIDGE GENERAL CONSULTANT .	03 - Santa Rosa County	0 Miles	Toll Plaza			415365-7
Preliminary Engineering (On-Going)		\$10,038				
Non-intrastate State Highway SANTA ROSA COUNTY CONSTRUCTION FUNDING BOX FOR AVALON BOULEVARD	03 - Santa Rosa County	0 Miles	Funding Action			218693-4
Construction				\$12,867,876		
Non-intrastate State Highway SANTA ROSA COUNTY CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS	03 - Santa Rosa County	0 Miles	Corridor/subarea Planning			409792-5
Construction			\$75,000	\$75,000		\$75,000
Non-intrastate State Highway SR 10 (US 90) CORRIDOR MANAGEMENT_ IMPROVEMENT PROJECTS	03 - Santa Rosa County	27.923 Miles	Corridor Improvement			409792-1
Preliminary Engineering		\$5,000				
Construction (On-Going)			\$718,036	\$750,000		
Non-intrastate State Highway SR 10 (US 90) FROM CR 197A WOODBINE RD TO SR 281 AVALON BLVD	03 - Santa Rosa County	6.177 Miles	Resurfacing			416937-1
Construction		\$9,271,187				
Construction Support		\$1,016,401				

Non-intrastate State Highway SR 10 (US 90) FROM ESCAMBIA RIVER BR. TO CR 197A WOODBINE ROAD	03 - Santa Rosa County	3.084 Miles	Resurfacing	413450-1
Construction	\$4,529,999			
Construction Support	\$635,650			
Non-intrastate State Highway SR 281 AVALON BLVD FROM N OF CSX R/R BRIDGE TO SR 10 (US 90)	03 - Santa Rosa County	2.803 Miles	Right Of Way - Future Capacity	220412-3
Railroad & Utilites			\$50,000	
Construction				\$25,415,119
Construction Support				\$3,273,467
Non-intrastate State Highway SR 281 AVALON BLVD FROM SR 8 (I-10) TO SR 10 (US 90)	03 - Santa Rosa County	4.818 Miles	Right Of Way Acquisition	220412-1
Right Of Way (On-Going)	\$9,398,335			
Non-intrastate State Highway SR 30 (US 98) CORRIDOR MANAGEMENT IMPROVEMENT PROJECTS	03 - Santa Rosa County	24.005 Miles	Corridor Improvement	409792-2
Preliminary Engineering	\$5,000			
Construction (On-Going)	\$750,000	\$750,000	\$750,000	
Non-intrastate State Highway SR 30 (US 98) FROM BAYSHORE ROAD TO PORTSIDE DRIVE	03 - Santa Rosa County	3.961 Miles	Prelim Eng For Future Capacity	220440-1
Preliminary Engineering (On-Going)	\$2,910,716			
Non-intrastate State Highway SR 4 & 89 JAY SIDEWALK & BEAUTIFICATION PROJECT	03 - Santa Rosa County	1.737 Miles	Sidewalk	416271-1
Construction	\$353,000			
Construction Support	\$500			
Intrastate Interstate SR 8 (I-10) AT CR 191 BAGDAD/MILTON LIGHTING	03 - Santa Rosa County	0.771 Miles	Lighting	222757-1
Preliminary Engineering		\$240,500		** SIS **
Construction			\$477,195	
Construction Support			\$62,513	
Intrastate Interstate SR 8 (I-10) FROM ESCAMBIA BAY BRIDGE TO E SR 281 AVALON BLVD	03 - Santa Rosa County	2.756 Miles	Right Of Way - Future Capacity	413062-3
P D & E (On-Going)	\$654			** SIS **
Preliminary Engineering			\$3,975,280	
Right Of Way				\$8,450,000
Intrastate Interstate SR 8 (I-10) NEW SANTA ROSA COUNTY REST AREA FACILITY	03 - Santa Rosa County	0.624 Miles	Rest Area	407111-1
Right Of Way (On-Going)	\$197,839			** SIS **
Non-intrastate State Highway SR 87 CLEAR CREEK BRIDGE BRIDGE NO. 580089	03 - Santa Rosa County	0.023 Miles	Bridge-repair/rehabilitation	409487-1
Construction Support	\$1,944			

Intrastate State Highway SR 87 FROM CR 184 TO SR 10 (US 90)	03 - Santa Rosa County	3.686 Miles	Add Lanes & Reconstruct	220442-5 ** SIS **
Right Of Way (On-Going)	\$170,590			
Construction (On-Going)	\$92,170			
Contract Incentives	\$1,350,000			
Intrastate State Highway SR 87 FROM EGLIN AFB BOUNDARY TO 2 MI S YELLOW RIVER BR	03 - Santa Rosa County	5.549 Miles	Right Of Way - Future Capacity	220442-4 ** SIS **
Preliminary Engineering (On-Going)	\$564,272			
Right Of Way	\$3,572,218			
Non-intrastate State Highway SR 87 FROM N END OF CLEAR CK BR TO ALABAMA STATE LINE	03 - Santa Rosa County	20.768 Miles	Pd&e/emo Study	416748-1
P D & E (On-Going)	\$2,080,775			
Intrastate State Highway SR 87 FROM N OF FIVE FORKS ROAD TO EGLIN AFB BOUNDARY	03 - Santa Rosa County	3.025 Miles	Right Of Way - Future Capacity	220442-3 ** SIS **
Right Of Way (On-Going)	\$116,353			
Intrastate State Highway SR 87 FROM SR 30 (US 98) TO N OF FIVE FORKS ROAD	03 - Santa Rosa County	3.639 Miles	Add Lanes & Reconstruct	220402-1 ** SIS **
Construction (On-Going)	\$26,433			
Non-intrastate State Highway SR 87 STEWART STREET FROM SR 10 (US 90) TO END OF OLD 5 LANE	03 - Santa Rosa County	1.999 Miles	Resurfacing	411705-1
Construction	\$2,341,499			
Construction Support	\$330,971			
Non-intrastate State Highway SR 89 ALABAMA STREET FROM S CITY LIMITS OF JAY TO SR 4	03 - Santa Rosa County	1.126 Miles	Resurfacing	415372-1
Construction	\$941,263			
Construction Support	\$144,037			
Non-intrastate Toll TOLL OPERATIONS GARCON POINT BRIDGE .	03 - Santa Rosa County	0 Miles	Toll Plaza	405015-1
Operations (On-Going)	\$2,178,599	\$1,170,095	\$1,205,198	\$1,241,354 \$1,278,595

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IMPACT FEE SCHEDULE		
LAND USE TYPE (UNIT)	URBAN (Areas 2,3)	RURAL (Area 1)
RESIDENTIAL:		
Single Family Detached Unit, Mobile Homes (not in MH parks)	\$2,090	\$1,222
Attached Housing Unit	\$1,280	\$749
Multi-Family Unit	\$1,468	\$858
Mobile Home Space in Mobile Home Park	\$1,090	\$637
NON-RESIDENTIAL:		
Walk-in Bank per 1,000 FT ²	\$5,343	\$3,125
Drive-Thru Bank per Lane	\$7,020	\$4,105
Mini-Warehouse per 1,000 FT ²	\$410	\$239
Hotel/Motel per Room	\$1,366	\$799
Movie Theatre per 1,000 FT ²	\$4,635	\$2,710
Church/Synagogue per 1,000 FT ²	\$809	\$473
Day Care Center per 1,000 FT ²	\$2,071	\$1,211
Quality Restaurant per 1,000 FT ²	\$5,668	\$3,315
High-Turnover Sit-Down Restaurant per 1,000 FT	\$6,677	\$3,905
Car Sales 1,000 FT ²	\$4,377	\$2,560
Offices per 1,000 FT ² :		
Under 100,000 FT ²	\$2,209	\$1,292
100,000 -199,999 FT ²	\$1,574	\$921
200,000 - 399,999 FT ²	\$1,676	\$980
400,000 FT ² & Over	\$1,489	\$871
Medical Buildings:		
Medical Offices per 1,000 FT ²	\$4,709	\$2,754
Hospitals per 1,000 FT ²	\$1,377	\$806
Nursing Homes per 1,000 FT ²	\$799	\$467
Industrial Buildings:		
Gen. Industrial per 1,000 FT ²	\$1,331	\$778
Warehouse/Storage per 1,000 FT ²	\$947	\$554
Commercial/Retail per 1,000 FT ² :		
Under 100,000 FT ²	\$2,833	\$1,657
100,000 -199,999 FT ²	\$3,611	\$2,112
200,000 - 399,999 FT ²	\$3,901	\$2,282
400,000 FT ² & Over	\$4,440	\$2,596
Pharmacy with Drive-Thru	\$3,086	\$1,805
Fast Food Restaurant	\$8,684	\$5,078
Service Station per Fueling Station	\$1,770	\$1,035
Convenience Retail	\$7,751	\$4,533